FW: Please don"t build the freeway Monday, June 24, 2013 9:04:24 AM Subject:

Thank you, Felicia Beltran

Senior Community Relations Officer

1655 W Jackson St. MD 126F Phoenix, AZ 85007

602-319-7709



From: Judy Wade [mailto:wadewords@cox.net] Sent: Saturday, June 22, 2013 12:20 PM

To: Projects

Subject: Please don't build the freeway

We are against building the freeway as it is presently proposed. If the Gila River Indian Community is willing to have it build on their land, this would be acceptable. But to tear down homes, wreck parts of South Mountain, create a huge noise factor near thousands of homes, and invite crime into our neighborhoods is unacceptable.

Judy Wade and Bill Baker

Ahwatukee

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Comment Response Appendix • **B3417**

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
4	Noise	
5	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

B3418 · Comment Response Appendix

Code Comment	Document
1 2 3	From: Pile Measons To: Douglass Subject: The Maid yields to more traffic on Behavy Road. Date: Wednesday, July 24, 2013 41:327 M > Regarding opposition to building AZ Loop 202 South Mountain Freeway, some members of the Gila River Indian Community (GRIC) don't want the pollution on their land, while some members of the Community (GRIC) don't want pollution on their land, uniting the two groups behind a No-Build "Solution", Bu! > Lonnmanty (AFC) don't want pollution on their land, uniting the two groups behind a No-Build "Solution", Bu! > the number of commuters from the Southeast Valley to the West Valley continues to increase. One can find many of them anding to the fun on the I-10. > However, a few of them are using the Beltway Road across GRIC land leading from Riggs Road to 51st Avenue and I-10. It's smooth crusing until they reach 51st Av, where it > slows for the final few miles. > Now, ADOIT could improve the flow along 51st Av. That would be much > cheaper than building the 202. It moves pollution well away from the AFC and the GRIC northern boundary. > It's GRICs choice: Pollution from stop-and-start on the > Betway? Or, from smoothly flowing traffic downwind on an > economic boon 202? Or tear the heart out of Sacred > Mountain? Phillip Wagoner mobile: 480-220-0606

Code	Issue	Response
1	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Cultural Resources	

Code Comment Document From: Phil Wagoner Fwd: "No Build" yields to more traffic on Beltway Road. Wednesday, July 24, 2013 4:48:21 PM >> Regarding opposition to building AZ Loop 202 South Mountain Freeway, some members of the Gila River Indian Community (GRIC) don't want the pollution on their land, while some members of the Ahwatukee Foothills Community (AFC) don't want pollution on their land, uniting the two groups behind a No-Build "solution". >> But the number of commuters from the Southeast Valley to the West Valley continues to increase. One can find many of them adding to the mix on the I-10. >> However, a few of them are using the Beltway Road across GRIC land leading from Riggs Road to 51st Avenue and I-10. It's smooth cruising until they reach 51st Av, where it >> slows for the final few miles. >> Now, if ADOT improved the flow along 51st Av., it would be much >> cheaper than completing the 202 and it would move pollution well away from the AFC southern and the GRIC northern boundaries. >> GRIC has a chance to make an important decision: Pollution from stop-and-start traffic through the heart of the GRIC on Beltway Road? (It will only get worse.) >> Or, from smoothly flowing traffic downwind on the economic bonanza Loop 202, built upon GRICcontrolled land? >> Or tear the heart out of Sacred Mountain? AFC: GRIC; "No-Build" means no control and is a very bad solution. > Phillip Wagoner > mobile: 480-220-0606

		Comment Response Appendix • B3419
Code	Issue	Response
1	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
3	Cultural Resources	

Comment Document	
South Mountain Freeway Study	013
Draft Environmental Impact Statement COMMENT FORM	
Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.	
Tam in complete Support of this project; This is concluded peirs to our community and regional transport needs. The South Mountain Freeway is also critical Support the economic needs of the Southwest valle which will promote job creation and growth in my community. My concerns are more in the event of the freeway is not constructed. I am very concerns with the fact that the casino on the South side of reservation bounday and 51st are is growing Cadding hate night clubs yet there is not currently access to this constructed.	hat- the Land asino
Optional Name Jarrod Wakeford Address 4636 W. Magdalena Lane City Javeen State Anzona zip 853 Phone	39
Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, ema to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ	85007
ADOT TRACS No.: 2021 MA 054 H5764 011, • Federal-aid Project No.: NH-202-D(ADV)	12-150

Code	Issue	Response
1		Comment noted.

Code	Comment	Document
		From: Projects To: ADOT Subject: FW: Opposition to the South Mountain 202 Date: Monday, May 20, 2013 8:49:49 AM
1		From: Walker, Gregory [mailto:gwalker@Huitt-Zollars.com] Sent: Friday, May 17, 2013 2:24 PM To: Projects Subject: Opposition to the South Mountain 202 As a South Mountain resident, I am VERY opposed to construction of the South Mountain 202 loop. It is an extremely destructive project and totally unneeded. Do not build this waste of time, money and the environment.
		- Greg HUITT-ZOLIARS Gregory A. Walker, AICP Vice President Transit/Transportation Planning 425.877.0385 Mobile 602.952.9123 Desk www.huitt-zollars.com
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Purpose and Need	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

B3422 • Comment Response Appendix

Code Comment Document From: FW: Input to proposed 202 South Mountain Loop Friday, June 28, 2013 10:23:32 AM Date: Attachments: image001.png Thank you, **Matthew Eberhart Community Relations Officer** 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 ADOT From: Houle, Sabina J [mailto:sabina.j.houle@intel.com] Sent: Friday, June 28, 2013 10:21 AM To: 'projects@azdot.gov' Subject: Input to proposed 202 South Mountain Loop I am a resident of the ahwatukee foothills and am opposed the long standing alignment of the 202 south mountain loop. I was told the mountain behind my house was preserve and would remain if the 202 south mountain loop was constructed. The latest alignment shows the mountain removed and my fence as the wall of the freeway This design and proximity to our community will have multiple impacts in noise and air pollution. Additionally, the freeway is exceptionally close to 2 grades schools, a middle school and high school. This is not a healthy environment for our children. I am fully supportive of exploring options that would move the freeway further away from the population centers and eliminate the need to destroy portions of south mountain. As stewards of the land and our future generations I believe we should aggressively pursue options that will be mutually beneficial to the impacted community, as well as, the greater metropolitan area. Rgds, Maria Walker Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
3	Noise	
4	Air Quality	
5	Health Effects	

Code Comment Document FW: Input to proposed 202 South Mountain Loop Friday, June 28, 2013 10:00:08 AM Attachments: image001.png

Thank you,

Matthew Eberhart

Community Relations Officer 1655 W Jackson St. MD 126F

Phoenix, AZ 85007 602-712-2060



From: Walker, Maria F [mailto:maria.f.walker@intel.com] Sent: Friday, June 28, 2013 9:50 AM

To: Projects

Subject: Input to proposed 202 South Mountain Loop

I am a resident of the ahwatukee foothills and am opposed the long standing alignment of the 202 south mountain loop. As I understand it, key intersections will be elevated and the freeway does not have funding for sound barriers. This design and proximity to our community will have multiple impacts in noise and air pollution. Additionally, the freeway is exceptionally close to 2 grades schools, a middle school and high school. This is not a healthy environment for our children. I am fully supportive of exploring options that would move the freeway further away from the population centers and eliminate the need to destroy portions of south mountain. As stewards of the land and our future generations I believe we should aggressively pursue options that will be mutually beneficial to the impacted community, as well as, the greater metropolitan area.



Maria Walker

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Code	Issue	Response
1	Noise	Noise mitigation, such as sound barriers, is included in the proposed project (see Final Environmental Impact Statement page 4-91).
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Health Effects	
5	Section 4(f) and Section 6(f)	



Code Co	omment Document		
	TELEPHONE CONVERSATION		
	SOUTH MOUNTAIN FREEWAY	INFORMATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE: 5/20/13	TIME: 1:46 PM	
	CALLER:	CALLER ADDRESS:	
	GEORGE WALKER PHONE:	EMAIL:	
	602-971-6447		
	CALLER REMARKS/QUESTION		
(1)	And build the freeway but No toll	roads in Arizona. Bye.	
_			

Code	Issue	Response
1		Comment noted.

Code Comment Document

Projects ADOT

FW: Draft EIS Comments Monday, July 15, 2013 8:04:48 AM

image001.png Attachments:

Thank you,

Matthew Eberhart

Community Relations Officer

1655 W Jackson St. MD 126F

Phoenix, AZ 85007 602-712-2060

ADOT

From: Gary Walker [mailto:ga.mf.walker@gmail.com] Sent: Saturday, July 13, 2013 9:13 PM
To: Projects
Subject: Draft EIS Comments

Hi,

I am responding with comments on **Draft EIS**.



I live in Ahwatukee. The new freeway will be going by four schools around where I live (Pecos and 24th street). I do not think that is acceptable.



In addition, I think the freeway will bring much more crime, pollution and noise to this area. I plan on moving if the freeway goes in.

If you have any questions, please contact me at 480-227-6262.

Gary Walker 2513 E Glenhaven Dr Phoenix, AZ 85048

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Code	Issue	Response
1	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
4	Noise	

B3426 · Comment Response Appendix

Commen	t Document
	From: Cosmic Rat To: Projects Subject: Proposed 202 Freeway extension Date: Wednesday, July 24, 2013 4:18:34 AM
	To whom it may concern:
3	This extension should absolutely NOT be built. Not only will the freeway itself bring more air, noise, and visual pollution into the area of its route, but, even worse, it will encourage commercial and real estate development, further despoiling the area.
	We should respect the wishes of the native tribes who consider South Mountain sacred. Too often we have callously disregarded their respect for nature to our own detriment, needlessly offending their spiritual beliefs because of greed.
	Let us instead use the funds to improve and maintain the highways we already have.
	Michael Walker, 5315 W. State Ave., Glendale AZ 85301.
	~~Cosmic Rat
	Peace, Freedom, and Equal Justice for All http://www.cosmicrat.com http://www.myfriendlyuniverse.com twitter ID @cosmicrat

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
4	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
5	Cultural Resources	Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE INCOMING CALL DATE: THE: 7/24/13 11:13 AM CALLER: CALLENDA WALKER 2232 NORTH CENTRAL AVENUE, APT. #201, PHOENIX, ARIZONIA 65004 PHONE: PHONE: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long. Thank you.	de C	Comment Document	
INCOMING CALL DATE: 7/24/13 CALLER: GLENDA WALKER PHONE: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.			
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INCOMING CALL DATE: 7/24/13 11:13 AM CALLER: GLENDA WALKER CALLER ADDRESS: GLENDA WALKER 2323 NORTH CENTRAL AVENUE, APT. #201, PHOENIX, ARIZONA 85004 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.			
DATE: 7/24/13 11:13 AM CALLER: GLENDA WALKER CALLER ADDRESS: 2323 NORTH CENTRAL AVENUE, APT. #201, PHOENIX, ARIZONA 85004 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.		SOUTH MOUNTAIN FREEWAY IN	FORMATION LINE
7/24/13 11:13 AM CALLER: CALLER ADDRESS: GLENDA WALKER 2323 NORTH CENTRAL AVENUE, APT. #201, PHOENIX, ARIZONA 85004 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.			
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PHOENIX, ARIZONA 85004 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.			
CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.			PHOENIX, ARIZONA 85004
Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long.		PHONE:	EMAIL:
Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long. Thank you.	_		
I Hallik YUU.		Hi, I do support the South Mountain	freeway. I hope that gets built soon. It's been around too long.
	/	mank you.	

Code	Issue	Response
1		Comment noted.

B3428 · Comment Response Appendix

Code	Comment Document
1	Document Created: 5/12/2013 3:45:05 PM by Web Comment Form For the W59 alternative where the proposed Highway would cross over Lower Buckeye Road between S. 59th Ave and S. 63rd Ave the construction should include funds to widen lower buckeye road between S.59th Ave and S. 63rd Ave. This stretch of road is now occupied by farmland oneither side and goes from one lane to two lanes, going West at S.6rd Ave. This should be remedied with the W 59 Alternative. Thank you.

Code	Issue	Response
1	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document
1	Document Created: 6/30/2013 2:48:03 AM by Web Comment Form Where the proposed highway intersect W. Lower Buckeye Rd between S. 63rd Ave. And S. 59Th Ave., that portion of W. Lower Buckeye Rd needs to be widened, once the canals on each side of the road are filled. This area currently is a very dangerous section, with 18 wheeler Fed Ex trucks, clog the intersections and run over fire hydrants on the corner of W. Lower Buckeye Rd an S. 59Th Ave. Thank you, David Wallak 2205 S 63rd Dr Phoenix, AZ 85043

Code	Issue	Response
1	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

B3430 · Comment Response Appendix

Code	Comment	t Document
		From: Projects To: ADOT Subject: FW: Widen Lower Buckeye Rd. Between 59 & 63 Ave. Date: Monday, July 01, 2013 8:45:21 AM Attachments: image001.png
		Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov Communications From: David Wallak [mailto:dwallak@cox.net] Sent: Sunday, June 30, 2013 12:56 AM To: Projects
1		Subject: Widen Lower Buckeye Rd. Between 59 & 63 Ave. Please widen road between 59 and 63 Ave's. On Lower Buckeye Rd, where the 202 will cross over. This road goes from one lane to two lanes at 63rd Ave and has caused many accidents. Please re-Design. Thank you, David Wallak 2205 S 63rd Dr Phoenix, AZ 85043 623-297-0600 Sent from my Android phone with K-9 Mail. Please excuse my brevity.
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Calle	lanca -	Demand
Code 1	Traffic	Response Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code Co	emment Document
Code Co 1 2 3 4 5 6 7 8	Draft Environmental Impact Statement COMMENT FORM Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADCI encourages all interested parties to submit written comments on any aspect of the Draft Els. ADCI will consider all comments in preparing the Final Els, which will include responses to all comments, final accomments, final accomments, final conclusions on potential impacts, and ADCI's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations. Comments must be received or postmarked by July 24, 2013. Author Manuel please of incorned the received ADCI's final recommendations. Comments must be received or postmarked by July 24, 2013. Author Manuel please of incorned the received ADCI's final recommendation. Comments must be received or postmarked by July 24, 2013. Author Manuel please of the Draft Els. Advanced the ADCI of the process of the ADCI of the
	Denie
	Phone 460) 961 -0130 Fax
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
,	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-156 13-09contrarent of temporatation FOR MORE INFORMATION:
	Federal Highway Administration azdot.gov/SouthMountainFreeway

		Comment Response Appendix • B3431
Code	Issue	Response
1	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
3	Air Quality	
4	Health Effects	
5	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
6	Economics, Socioeconomics	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.
7	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
8	Cultural Resources	

B3432 · Comment Response Appendix

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Loop 202 Date: Monday, May 20, 2013 8:45:14 AM
	Original Message From: kward Ward [mailto:ksherer15@hotmail.com] Sent: Friday, May 17, 2013 5:37 PM To: Projects Subject: Loop 202
1	Please begin construction on the south mountain loop 202. We need this freeway to cut down on congestion and bring jobs and business to the Laveen area. One of our elementary schools was the #1 elementary school in the state last year. We need this with the growth of our community.
	Thank you for your time. Kathleen Ward
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code Comment Document Projects ADOT From: FW: South Mountain Loop Wednesday, May 22, 2013 3:35:16 PM Subject: From: Roadarmel E W (Ward) [mailto:Ward.Roadarmel@srpnet.com] Sent: Wednesday, May 22, 2013 3:11 PM To: Projects Subject: South Mountain Loop Get it built! Why allow a small group of home owners to hold this up any longer? Why keep sending 1 all the big rig traffic through the center of town and have this un-necessary traffic contributing to the congestion and pollution? It was approved by the majority years and years ago, any one moving into the south loop area was aware of its impending existence. Get over it and let's get it built! Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3434 · Comment Response Appendix

Code Comme	nt Document
Code Comme	From: Projects To: ADOT Subject: FW: 202 SanTan extension Date: Wednesday, May 22, 2013 10:50:49 AM From: Ken Ward [mailto:recvken@yahoo.com] Sent: Tuesday, May 21, 2013 12:50 PM To: Projects Subject: 202 SanTan extension Good Afternoon, My wife originally puchased the home we reside in back in 1987, making her an original owner in the Mountainside subdivision. In 1985 as I recall, we supported for and subsequently voted for the plan to build the loop freeway system circumnavigating the valley while we were living in another neighborhood. To date the only portion of that freeway not
1	built, much to our dismay, is the portion that now ultimately affects us the most. I feel that it is high time that that last section of the 202 SanTan freeway around the back side of South Mountain be built without delay. The people spoke on this issue long ago, and it is unconscionable that all of our votes be ignored, regardless of how long ago it was. We tire of having to deal with living in what has become known as "The World's Largest Cul-De-Sac". I would further suggest that it not be built on reservation land as many have suggested. The fewer entanglements we engage in with that delightful "Sovereign Nation" the better off we will be. When Greg Stanton was a city council member representing the area he stated that this section of the freeway "Would never be built on HIS watch"! I never voted for him because of that statement, and it is unfortunate that he is now our Mayor, because he won't support what needs to be done. FINISH THE FREEWAY PLEASE! Sincerely, Ken Ward
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

1

Code Comment Document Projects ADOT FW: To: Subject: Date: Monday, May 20, 2013 8:47:10 AM From: Betty Ware [mailto:bettya_ware@yahoo.com] Sent: Friday, May 17, 2013 5:25 PM To: Projects Subject: We need the 202 freeway to be build, population in the South Mtn area has increased at a large rate our MAIN STREETS ARE FULL. 1 Thank You Betty Ware Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/lentity(jes) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document	
	TELEPHONE CONVERSATION REC	ORD
	SOUTH MOUNTAIN FREEWAY INF	
	INCOMING CALL	INCOMING CALL
	DATE: 5/18/13	TIME: 4:30 PM
	CALLER:	CALLER ADDRESS:
	CAROLYN WARNARD PHONE:	1719 E. GELDING DRIVE, PHOENIX, AZ 85022
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	'
$\left(\begin{array}{c}1\end{array}\right)$	I am in support of that freeway constr	ruction. I strongly support construction of this freeway it is greatly
	needed.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	From: Rich Warren To: Projects Cc: Rich Warren Subject: South Mountain Freeway Date: Tuesday, June 04, 2013 1:50:05 PM
1	I would like to urge that there be a stipulation that commercial billboards (including electronic) are not allowed anywhere along the entire length of the proposed South Mountain Freeway. We live in a beautiful state where magnificent scenery surrounds our roadways; the South Mountain Freeway will be no exception. These same roadways shouldn't subject us to the seemingly endless stream of advertising that pervades the rest of our lives. An Arizona Court of Appeals decision found that billboards (including electronic) were illegal in relation to the Arizona Highways Beautification Act.
	Visitors provide vital economic activity for Arizona and an unmarred landscape helps promote tourism. We are blessed to live in the gorgeous State of Arizona where it's not unlikely to be rewarded with a scenic view at every turn. Let's take action to make sure it stays that way.
	Rich Warren 6723 E. Paradise Lane Scottsdale, AZ 85254 (480) 678-7071

de Iss	ue	Response
Vis	sual Resources	The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highw. Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.) While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinanc to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "whe (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or pr

B3438 · Comment Response Appendix

Comment	Document	
	From: Sierra Club on behalf of Craig Warren To: Projects	
	Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 12:45:09 PM	
	May 27, 2013	
	Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007	
	Dear South Mountain Study Team,	
	I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	
	The proposed freeway would cause more problems than it would solve and would provide only short-term congestion relief. ADOT needs to focus instead on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.	
	The freeway would have very detrimental effects on our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, and valuable public spaces will be lost. The freeway would set a terrible precedent by demolishing what should remain a protected area.	
	The freeway would also exacerbate urban sprawl forcing Valley residents to remain vehicle-dependent, and increase residents tax burden in order to support infrastructure so that others can live farther and farther from a city center.	
	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	
	Sincerely,	
	Mr. Craig Warren 7857 W Crocus Dr Peoria, AZ 85381-8526 (623) 878-3189	

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
5	Biology, Plants, and Wildlife	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
6	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

de C	omment Document	
	TELEPHONE CONVERSATION RE SOUTH MOUNTAIN FREEWAY IN	CORD IFORMATION LINE
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 3:43 PM
	CALLER: ROSE MARIE WARREN	CALLER ADDRESS: 4037 WEST BLUEFIELD AVENUE, GLENDALE, ARIZONA
	PHONE:	EMAIL:
_	CALLER REMARKS/QUESTIONS:	
	I am for the expansion of the South	Mountain freeway. We need the relief from the traffic congestion
	and we also need the jobs that that	type of construction will bring to the valley. Thank you.

Code	Issue	Response
1		Comment noted.

To: Subject: Public input regarding Loop 202 South Mountain Freeway Tuesday, July 23, 2013 5:32:19 PM



I am writing to express my opposition to the Loop 202 South Mountain Freeway. My home will be very close to the freeway and my biggest concern is the increase in air pollution that will result from the freeway traffic. I also believe it is wrong to cut roadways through the ridges of South Mountain Park/Preserve. I understand the need for new freeways but I do not think we should destroy any part of the South Mountain Park/Preserve in order to build a freeway. South Mountain Park is a natural treasure and should be protected from this kind destruction.

Thank you,

Susan Waters Ahwatukee Resident

Comment Response Appendix	•	D344 I	

		Comment Response Appendix • B3441
Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	

Code C	omment Document		
	TELEPHONE CONVERSATION I SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	5/18/13	2:10 PM	
	CALLER: WYNONA WATKINS	CALLER ADDRESS: 11417 N. 20 TH AVENUE, PHOENIX, AZ	
	PHONE:	EMAIL:	
	CALLED DEMARKS (OUECTION		
	Yes, and I support the South Mou		
$\left \begin{array}{c} 1 \end{array}\right $	res, and I support the South Mou	main rieeway. Bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Support
	Date: Monday, May 20, 2013 8:36:26 AM
	Original Message From: Sheila Watowa [mailto:osheilafreedom2010@me.com]
	Sent: Friday, May 17, 2013 8:55 PM To: Projects Subject: Support
1	Yes
	OSheila Watowa@ gmail.com
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any
	unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3444 · Comment Response Appendix

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need	

Code	Comment Document	
Couc	Commente Documente	
	From: Projects	
	To: ADOT Subject: FW: 202 Highway	
	Date: Monday, May 20, 2013 8:32:12 AM	
	From: Weatherford,Crystal [mailto:Crystal.Weatherford@SRPMIC-nsn.gov] Sent: Saturday, May 18, 2013 7:47 AM	
	To: Projects Subject: 202 Highway	
(1)	I support the building of the South Mountain 202 Highway. The traffic is too congested in Phoenix. This would be a way to get the traffic away from down town. Thank You	
\mathbf{O}	This would be a way to get the traffic away from down town. Thank rou	
	Crystal Weatherford	
	Sun City, Arizona	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	
	attachments.	

Code	Issue	Response
1		Comment noted.

B3446 · Comment Response Appendix

Code Comment Document Rusty Crerand ADOT From: To: Loop 202 comment S. Mt. #1315562770 Wednesday, June 05, 2013 7:28:58 AM Subject: Date: Attachments: image001.png 6/4/2013 5:22:53 PM 1 Just wanted to put my two-cents in that I'm appalled at this horrible undertaking and how bad it will affect the environment!! PLEASE STOP this!! Melissa Weaver mlsswvr@aol.com **Rusty Crerand Constituent Services Officer** 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Alternatives, No-Action (No- Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
Code	Comment Document
	From: webmaster@azmag.gov [mailto:webmaster@azmag.gov] Sent: Tuesday, June 04, 2013 5:25 PM To: MAG General Mailbox Subject: South Mountain
	Subject: South Mountain
	To: Maricopa Association of Governments
	Name of Sender: Melissa Weaver Email Address: mlsswvr@aol.com Organization: Self City/State: phoenix, AZ Phone: 6029430180
	Sent: 6/4/2013 5:25:01 PM
1	PLEASE DON'T do this freeway "fiasco" - it will do so much harm and it's a waste of \$'s!!!
	This email has been sent to you from the MAG Website.

Code	Issue	Response
1	Alternatives, No-Action (No- Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

B3448 · Comment Response Appendix

	4271	
	1	THE FACILITATOR: Thank you. Jim Vaaler.
	2	MR. VAALER: Yeah, thank you for the
	3	opportunity to speak, just got basically two words
	4	for you, no-build. I think the purpose and need for
	5	this freeway is outdated. I think you could improve
	6	existing infrastructure and use mass transit in place
	7	of this freeway.
	8	My other concern is the intrusion this
	9	potential freeway would have on South Mountain Park.
	10	I think you set a very bad precedent by proposing to
	11	build it in the park. Any deletion from the park, I
	12	mean, 30 acres is unacceptable. Those are the two
	13	points I'd like to make.
	14	Thank you.
	15	THE FACILITATOR: Thank you.
	16	Anybody who would like to speak, please go
	17	out and register at the registration table. We'd be
	18	happy to hear you.
	19	Larry Weeks. Larry, could I ask you to go
	20	to this microphone, please. Trying to do it equally
	21	for the court reporter.
	22	MR. WEEKS: Good afternoon, my name is
	23	Larry Weeks. I'm in the 85048 zip code, specifically
	24	in the Lakewood and Ahwatukee area. And my concerns
2	25	are the increase in noise and increase in pollutants
		Page 100

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	

Code	Comment Doc	ument
		1 that are expected by vehicles that will traverse in
		2 that area. Also, as a resident of the Lakewood area
		3 I'm concerned about the elementary school in the
		4 Lakewood area, and the high school in that area,
		5 although we've capped at 32nd Street. What will
$\underbrace{3}$		6 happen, then, is the folks from 24th Street through
		7 40th Street will head east to 40th down Chandler
		8 Boulevard, increasing traffic flow.
		9 Also, the parents that drop off at Desert
	1	10 Vista will begin to use the Lakewood community more
	1	11 frequently to short-cut their way past the elementary
	1	12 school to 40th Street, so I project a bottleneck
	1	13 happening at 40th Street and Chandler Boulevard. I
	1	14 see an increase in traffic, local traffic, coming
	1	from the 24th Street, 32nd Street areas up to 40th
	1	16 Street backing up to Chandler Boulevard. And
	1	17 Chandler Boulevard, the morning commute is backed up
	1	18 now, and as folks make decisions whether or not to
	1	19 take the 48th Street arterial routes or try to make
	2	their way to the 10. So if the 202 is an alternative
	2	21 for the folks going downtown, I don't really see
	2	them, you know, they're going to have to make some
	2	23 decisions as to whether or not to go all the way down
	2	24 to 59th or 51st, and then cut back to downtown.
	2	25 so but my main concern is the increased traffic in

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Code	Issue	Response
3	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code Comment Document 1 the Lakewood community area. That's it. Page 102 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. The interchange would have required the

Code	Comment [Docume	ent
		4272	
		1	the Lakewood community area.
		2	That's it.
		3	THE FACILITATOR: Thank you.
		4	Patricia Weeks.
		5	MS. WEEKS: All right. Actually, I just
		6	wanted to expound upon what my husband said. And my
		7	concern is the fact that you're closing off 32nd
		8	Street off of Pecos, off the 202. The concern, just
		9	to elaborate a little further, is specifically off of
\cdot		10	Fry Road and Liberty, and the amount of traffic that
		11	will be going through that Lakewood area. Right now
		12	we have concerns where there is an elementary school
		13	in that area, and there is police officers there to
		14	try and slow down traffic.
		15	And the quantity of traffic is what my
		16	concern is, because it's just a complete loop in that
		17	Lakewood area. Like to just kind of make sure that
		18	maybe there's some type of provisions that are made,
		19	maybe, to eliminate some of that traffic. Please
		20	consider that. Thank you.
		21	THE FACILITATOR: Thank you.
		22	If anybody out here would like to speak,
		23	please go out and register at the front desk here and
		24	then come on back in.
		25	Your attention, please. This is the first

	displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Response

Code Issue

Traffic

B3452 · Comment Response Appendix

4293	
1	better because you already have connections.
2	The 59 gives the Laveen community a way to
3	get to the main freeway so they can go to downtown
4	Phoenix or to the west regardless of where they
5	live in Phoenix. So 59 is more involved for the
6	living community to connect to downtown and the
7	rest of the city.
8	On top of that, to me it feels like there is
9	no freeway connecting Laveen into any of the city.
10	So I think this might allow us to connect to the
11	city a lot better, to let us bring our ideas to
12	the city, commute back and forth.
13	I guess that's all I have.
14	***
15	
16	PATRICIA WEEKS: Our concerns are once
17	they close off 32nd Street off of Pecos and 32nd
18	Street, the road that goes from Frye off of 32nd
19	Street into the Lakewood subdivision and out
20	through
21	LARRY WEEKS: will be used to bypass
22	Chandler Boulevard getting to 40th Street to get
23	to the freeway on the 202 and the Briarwood exit.
24	PATRICIA WEEKS: That's one of the concerns.
25	LARRY WEEKS: The other concern is there is
	Page 6

Code	Issue	Response		
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. Construction of the interchange would have resulted in the displacement of over 100 homes and the interchange would have been located near an existing high school. Access to 32nd Street is to remain available from Chandler Boulevard and other east-west local streets. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). The traffic projections for Chandler Boulevard (see Figure 3-12, on page 3-29 of the Final Environmental Impact Statement) show a reduction with the proposed freeway when compared with conditions without the proposed freeway.		
		page 3-29 of the Final Environmental Impact Statement) show a reduction with the		

Code Comment Document 1 an elementary school in the Lakewood subdivision 2 and we will see an increase in traffic. PATRICIA WEEKS: And currently there are police officers there to make sure people are slowing down just with the roads open right now. * * * * Page 7 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code Issue Response

B3454 · Comment Response Appendix

4412	
1	Mike Franklin, I live in South Tempe. South Mountain is
2	the place I go hiking most, because it takes less
3	gasoline for me to get there. There are parts of South
4	Mountain that kind of take you out of the city, and there
5	aren't too many places you can go to around here like
6	that. It's always interesting to find new discoveries,
7	there's lots of petroglyphs, it's unique. It won't be
8	unique if the west end is chopped off with eight lanes of
9	traffic, polluting the air, making it noisy, totally
10	destroying the natural experience of being up in the
11	mountains. To do this, to take about five percent of the
12	traffic or whatever it is off of the interstate just
13	doesn't seem worth it to me.
14	I think once you've the oil production gets
15	down we're going to have to find better ways of
16	transportation or we're going to get stuck with this
17	expanse of asphalt there forever, at least during my
18	life. And I vociferously disagree with that tact of
19	moving traffic, it's kind of a 20th-century solution to a
20	21st-century problem. That's what I have to say.
21	THE FACILITATOR: Thank you.
22	Patricia Weeks.
23	MS. WEEKS: Hello. Actually, I just want to
24	expound upon what my husband said. Can you guys hear me?
25	Can you hear me?
	Page 8/
	Page 84 river and Nix Court Reporters - (602) 266-6525

Code	Issue	Response
1		Comment noted.

Code Com	ment Document
1 2	Ruth Claire Weintraub Document Created: 7/17/2013 8:47:12 AM by Web Comment Form Arizona - Phoenix, in fact all the USA - needs sustainable transit, not more accommodation for cars and trucks. I would like to see the country come to grips with reality. When can that come to pass, please?

Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	

B3456 · Comment Response Appendix

Code Comment Document From: Steve Weiss I oppose Loop 202 extension Wednesday, July 24, 2013 12:10:12 PM To whom it may concern, I want to be put on record as being opposed to the Loop 202 extension as currently proposed. If we can learn anything from the Great Recession, it's that pursuing policy that extends urban sprawl is reckless and short-sighted. Adding more freeways and extensions only exacerbates the current situation, it will not improve it, and it is potentially harmful to both the Gila River Community and South Mountain Park. Steve Weiss 2938 North 15th Drive Phoenix AZ 85015 Steve Weiss Candid Landscapes Photography-Arizona and the Southwest 602-265-9524 http://www.candidlandscapes.com Fine Art Portfolio http://www.candidlandscapes.carbonmade.com

Code	Issue	Response
1	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	

Code Comment Document Projects ADOT From: FW: NO on Loop 202 Extension Monday, July 22, 2013 8:51:42 AM Subject: -----Original Message-----From: Van Welborn [mailto:vwelborn@gmail.com] Sent: Sunday, July 21, 2013 10:32 PM To: Projects Subject: NO on Loop 202 Extension Hello. I would like to give my input on the Loop 202 extension. Either it needs to be farther South so as not to encroach on the existing developments, or it needs to be scrapped! The money spent on buying the homes in the path could be used to facilitate a deal with the Tribe to use their land. Thank you! Van Welborn HomeSmart 623.363.6731 Sent from my iPad Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	
	-	

B3458 · Comment Response Appendix

Code Comn	nent Document
	From: Projects
	To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:23:51 AM
	From: Brittany Welch [mailto:brittany.welch24@gmail.com] Sent: Sunday, May 19, 2013 1:45 PM To: Projects Subject: 202
1	NO they should not build on to the 202 South Mountain there is enough freeways where people can commute or just take the streets people are always complaining that we are in debt so why waste money on a freeway that's not needed.
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE
	INCOMING CALL DATE: INCOMING CALL TIME:
	7/24/13 9:45 AM CALLER: CALLER ADDRESS:
	CARL WELKS 8447 WEST MINNESOTA, PHOENIX, ARIZONA
	85037 PHONE: EMAIL:
	CALLER REMARKS/QUESTIONS: I support the South Mountain freeway.
	1 Support the South Mountain Heeway.

Code	Issue	Response
1		Comment noted.

B3460 · Comment Response Appendix

Code	Comment	at Document	
		From: Sierra Club on behalf of Mary Wellington To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 7:35:53 AM	
		Jul 24, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007	
		Dear South Mountain Study Team,	
		I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	
2		What is this madness in our state to create ever more and ever wider roadways for cars? STOP! We need to put transportation dollars into rail, bus, bicycle parkways	
3		and pedestrian paths. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	
		Sincerely,	
		Mrs. Mary Wellington 8682 N Morning View Dr Tucson, AZ 85704-4726	

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
3	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code Comment Document Projects ADOT From: FW: DEIS South Mountain Freeway Wednesday, May 22, 2013 10:52:19 AM South Mountain 202.doc Subject: Date: Attachments: From: Yahoo!! [mailto:welshfj@yahoo.com] Sent: Tuesday, May 21, 2013 12:18 PM To: Projects Subject: DEIS South Mountain Freeway Attached are my comments regarding the public hearing May 21, 2012. I sent comments earlier, but these are my corrected comments. Please ignor the earlier message. Frank Welsh, PE JD 7654 S. 41st Place Phoenix, AZ 85042 602-595-5088 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response

B3462 · Comment Response Appendix

Code Comme	ent Document
	It's hard to believe that we are still attempting to build
(1)	freeways based on the old Wilbur Smith Report of 30 years ago. I
	thought the Paradise Freeway, which was stopped by Governor
	Symington, would be the final chapter of that report.
(2)(3)	All the alternatives presented here result in the loss of some
	of the South Mountain Preserve. No alternatives have been
4	explored that don't have this result. This concerns me. The so
	called "alternatives" W101, W71, or the Recommended
	Alternative, are not very relevant. All alternatives leave 140,000
	vehicles a day on our crowded, polluted freeways.
	Some of ADOT's other studies are more helpful. May I refer
5	you to the ADOT Passenger Rail Corridor Study of December
3	2012. This provides some REAL alternatives. The study concepts
	of the red and green routes connecting all the way from Avondale
6	to LA could the beginning of something big – a high speed rail line
	connecting our two largest cities and the jump-start of a high speed
	connection from Avondale to Los Angeles. All we need is more
	money!
	The billions that would be spent on more freeways might be
	better spent on mass transit. Mass transit will take more cars off
	the freeways, and will be the wave of the future.
	Frank Welsh Phoenix .AZ

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Alternatives, E1 Alternative	
4	Alternatives	Many alternatives were considered to avoid having to alter the South Mountains. These are discussed in the Final Environmental Impact Statement in Chapters 3 and 5. South Mountains Avoidance Options is the subheading on page 3-13 where these discussions begin. Table 3-5, on page 3-12, summarizes alternatives such as using Ray Road, extending U.S. Route 60, tunneling through the South Mountains, and bridging the South Mountains. The latter two are described on pages 3-16 and 3-17 and in text that begins on pages 3-13 and 5-20. The reasons these alternatives were eliminated are made clear.
5	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
6	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
1	Juanita Welsh Document Created: 7/16/2013 12:28:34 PM by Web Comment Form I have been studying the South Mountain Freeway Alternatives for years now. I voiced my opinions when the first public meetings took place. I do not understand why developers would want to merge the SMF at the 59th Ave junction. The grid lock now at rush hours traveling West is a mess. It makes no sense to add to this by merging the SMF at this point. The most logical option is the W101 Alternative Central Option. AT this juncture traffic can go North, East or West. At the 59th juncture the options are only West or East.

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
	Estudio de la Autopista South Mountain LOOP 202 2013
	Reporte Del Impacto Ambiental FORMULARIO DE COMENTARIOS
1	Comentarios Adicionales: I WOULD APPRECIATE YOUR RECONSIDERATION OF THE PLANTO BUILD THE SOUTH MONOTHIN FREEWAY. WE HAVE SPECIFICALLY CHOOSED TO LIVE IN AHWATUKEE BECAUSE OF ITS RELATIVE REMOTENESS AND QUIET LIFESTYLE, I FEAR THAT THE PROPOSED FREEWAY WILL DO MORE HARM THAN GOOD OUTPALL.
2 (4)	5 - ENVIRONMENTAL HERM: THE NOISE WED DESTRUCTION OF A PORTION OF SOUTH MONTAIN PARK, THE DISPLACEMENT OF WILDLIFE AND THE ADDED POLITICAL ARE ALL TERRIBLE EFFECTS OF THIS PLAN.
6	- SAFETY HAMM: THE PLACEMENT OF THE TREWAY IS CLOSE TO TXISTINL HONES AS WELL AS THE KEYSTONE MONTESSON SCHOOL. THE USE OF TRUCKS (WHICH WILL UNDOUBTEDLY OCCUR) ALOND THIS ROTE TO BYPASS I-10 POSES ANOTHER GRAVE DANGER CONSIDERING MANY OF THOSE TRUCKS CHRILY HAZARDOUS MATERIALS.
(1) (8) (5)	QUALITY OF LIFE HARM: MANY PEOPLE SPECIFICALLY MORE TO AHWATUKEE 10 LIVE APANT FROM THE HURRIED AND CROWDED ATMOSPHERE OF THE CITY AND NEARBY INDUSTRIAL AREAS, THE NOISE POLLUTION FROM GREATLY INCREASED TRAFFIC, THE VISUAL POLLUTION FROM THE UNSIGHTLINESS OF A FREEWAY (CLEARLY VISIBLE FROM THE BEAUTIFUL SOUTH MONTAIN TRAILS), AND THE CONCENTRATION OF EXHAUST POLLUTION WILL ALL AREA DELETERIOUS EFFECTS ON THE OVERLLL QUALITY OF LIFE IN THE AREA.
9	I VIEW YOU TO POT BUILD THE SOUTH MOUNTAIN FREWAY, THIS LOT WILL PUIN THE QUALITY OF LIFE WE HAVE ALL SOUGHT OUT IN THIS COMMUNITY. ADOTTRACS No.: 2021 MA 054 H5754 011 · Federal-aid Project No.: NH-202-D/ADY) PARA MÁS INFORMACÓN: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	
4	Biology, Plants, and Wildlife	
5	Air Quality	
6	Purpose and Need, Truck Bypass	
7	Hazardous Materials	
8	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
9	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Comment Document
South Mountain LOOP 202 2013
Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS
Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain. ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT. Para ADOT es muy útil recibir comentarios sobre: • Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto. • Cualquier información que usted sienta que está incompleta o incorrecta. • Cómo le afectará a usted la acción propuesta.
Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013
The same of the sa
with an many old work from registration and tentral course
THE ROLL MINES WELL DESIGN CONTRACT WAS STREET OF I
Thomas Caura Bazarinaus Paranass
STREET, ALCOHOLOGY SAME TO STREET STREET STREET, STREET STREET, STREET STREET,
Comments on other Side ->
Nombre Devid WENGER Correo Electrónico duenges \$1@gonail.com
Dirección 730 E. MOUNTAIN SACE DRIVE
Ciudad PHOENIX Estado 12 Código Postal 85048
Teléfono Fax
Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24,2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov o por correo regular a : ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
ADD1 TRACS NO.: 2022 FIRA US4 PS764 USE * PEDETAHAR PTOJECT NO.: REP-202-DIJAUT) 15

Code	issue	Response

B3466 · Comment Response Appendix

Code	Comment	- Danimant
Code	Comment	t Document
		From: Projects
		To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway
		Date: Wednesday, May 29, 2013 8:26:08 AM
		Original Message From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Sam Wercinski
		Sent: Tuesday, May 28, 2013 5:00 PM To: Projects
		Subject: Comments in opposition to South Mountain Freeway
		May 28, 2013
		Arizona Department of Transportation South Mountain Study Team
		1655 W Jackson St, MD 126F Phoenix, AZ 85007
		Dear South Mountain Study Team,
		I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to
		select the No-Build Alternative.
		More commitments by politicians broken.
2	3	South Mountain Park is the largest city park in our nation and it was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
(4)		Taxpayers flip the bill for urban sprawl and developers' profits.
5		This newest freeway will force residents to remain vehicle-dependent while we pay for roads that developers and home builders can use to gain more profit through more construction. Residents are pushed farther and farther from a city center.
		Building more roads is not the answer.
$\begin{pmatrix} 6 \\ 7 \end{pmatrix}$		ADOT needs to focus on planning for and investing in long-term transportation solutions, especially rail and other mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.
1		Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Use the tax dollars that would be spent on this project to expand light rail in the metro area and high speed rail between PHX and Tucson. Thank you.
		Sincerely,
		Mr. Sam Wercinski 5937 E Cheney Dr Paradise Valley, AZ 85253-3575

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Biology, Plants, and Wildlife	
4	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
5	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

B3468 · Comment Response Appendix

de Comme	nt Document
	From: Projects To: ADOT Subject: FW: South Mountain Freeway comments Date: Friday, June 21, 2013 10:23:44 AM Attachments: john.vcf
	Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F
	Phoenix, AZ 85007 602-319-7709 azdot.gov Communications
	From: John H. Werner [mailto:john@kwinkmedia.com] Sent: Friday, June 21, 2013 9:44 AM To: Projects Subject: South Mountain Freeway comments
2 3	 Please add the following to the discussion: We live near Desert Foothills Parkway (DFP) and I understand that this is where noise and air quality impacts would be worst, given the road's slope approaching the hill. What is to be done to mitigate this? Can the grade be reduced? Has anyone considered how construction will, I'd guess, drive every snake and scorpion, of which we all have plenty already, right through our neighborhoods? Will funding be provided to assist schools with improvements to air filtration systems? Has growth inducement potential on the reservation and the secondary effects of that growth been fully considered? Sorry for my ignorance, but how is DFP to be connected, via a bridge? I am not opposed necessarily, and part of me likes the idea of <i>some good</i> commercial development on the reservation and our better integration into the metropolitan area, but, of course, I think a better alignment would be 1/2-1 mile south of Pecos, if that can be worked out.
	John Werner
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
3	Noise	Noise walls would range in height from 8 feet to 20 feet tall in the Ahwatukee Foothills area. Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway. Noise modeling is used to determine the most appropriate and effective location for noise barriers.
4	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.)

(Responses continue on next page)

Code	Comment Documer	t	
			_

Code	Issue	Response
5	Construction	Issues with pests are not assessed in the Draft Environmental Impact Statement. Temporary construction impacts are discussed on Draft Environmental Impact Statement page 4-173.
6	Air Quality	At this time, the mitigation measures do not include funding to assist schools with improvements to air filtration systems.
7	Secondary and Cumulative	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
8	Design	No bridges are proposed to connect the proposed freeway to Desert Foothills Parkway. Embankment material would be used to construct the on- and off-ramps at Desert Foothills Parkway.
9	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code Co	mment Document		
	TELEPHONE CONVERSATION	RECORD	
	INFORMATION LINE		
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	5/18/13	4:14 PM	
	CALLER: MARY WEST	CALLER ADDRESS:	
	PHONE: 602-944-0010	EMAIL:	
	CALLER REMARKS/QUESTIO		
(1)	I am definitely for the freeway to	b be put in South Mountain. Thank you.	
I			

Code	Issue	Response
1		Comment noted.

Code	Comment Document
-	
	TELEPHONE CONVERSATION RECORD
	SOUTH MOUNTAIN FREEWAY INFORMATION LINE
	INCOMING CALL INCOMING CALL
	DATE: TIME: 6/15/13 1:17 PM
	CALLER: CALLER ADDRESS:
	TEX WESTIN PHONE: EMAIL:
	PHONE: EMAIL:
	CALLER REMARKS/QUESTIONS:
(1)	Yes, hello - I really do support the South Mountain freeway. [UNCLEAR] like all those Mexicans
	congestion to I-10, so I do support the 202. This message was brought to you in part by (HIS NAME).

Code	Issue	Response
1		Comment noted.

Code	Comment Document	
	TELEPHONE CONVERGATION RECOR	_
	TELEPHONE CONVERSATION RECOR SOUTH MOUNTAIN FREEWAY INFOR	
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/15/13 CALLER:	5:42 PM CALLER ADDRESS:
	JEAN WHEELER	3573 S. SOVEREIGN LANE, CHANDLER, AZ 85286
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	
		Mountain Freeway through to the west side. Thank you.
	ram in support of putting the 202 south	Trountain Freehay amough to the West State Hilanix your

Code	Issue	Response
1		Comment noted.

Code	Comment	at Document	
Couc	Comment		
		From: Sierra Club on behalf of Terry Whitaker	
		To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 6:14:18 PM	
		May 27, 2013	
		Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007	
		Dear South Mountain Study Team,	
1		I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	
2		The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit (e.g. expanding the	
3		rail). The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.	
4 5		South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.	
6 7		The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.	
8		The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.	
1		Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	
		Sincerely,	
		Mr. Terry Whitaker 2678 E Lines Ln Gilbert, AZ 85297-8136	

Cala		
Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

(Responses continue on next page)

Comment Response Appendix · **B3473**

B3474 · Comment Response Appendix

Code	Comment Document		

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
		101 at least tile last 23 years.

Code	Comment Document
1	Caleb Whitaker I understand that the "carrot orange" coloring on the tail of the male Desert Chuckwalla (Sauromalus ater) is unique to South Mountain. Hasn't this been identified as a separate species or sub-species? Why was this not mentioned in the Draft EIS? The EIS made it sound as if the Chuckwallas found on South Mountain were the same as any others found in the Southwest. I do not believe this to the case. The Chuckwalla population found on South Mountain is unique and deserving of special protection. It cannot be found anywhere else, and the freeway will significantly disturb its habitat.
3 4	I do not support the freeway for this and many other reasons. The freeway may have been a good idea thirty plus years ago, but in the meantime a large community has grown up in the proposed route. It would be a shame to ruin this fine community, especially when there is so much open land to the south. If the Gila River Indian Community will not allow the freeway on tribal land, then another route should be found even further to the south. The freeway should be directed away from people and homes, not right in backyard of tens of thousands of people. There are other and better options.

Comment Response Ap	pendix • B3475
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Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and is not a separate species or subspecies (see Arizona Game and Fish Department's abstract for the common chuckwalla).
		The color pattern for the common chuckwalla was not mentioned in the Draft Environmental Impact Statement because that was not relevant to the study.
2	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Alternatives even farther south have been considered, such as an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the purpose and need fro the proposed action as part of a regional transportation network and, therefore, it was eliminated from further consideration.

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE INCOMING CALL
SOUTH MOUNTAIN FREEWAY INFORMATION LINE INCOMING CALL DATE: 7/23/13 12:19 PM CALLER: CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver and the property for the South Mountain freeway. Thank you very much
SOUTH MOUNTAIN FREEWAY INFORMATION LINE INCOMING CALL DATE: 7/23/13 12:19 PM CALLER: CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver and the property for the South Mountain freeway. Thank you very much
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INCOMING CALL DATE: 7/23/13 12:19 PM CALLER: CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver and the symptoms of the South Mountain freeway. Thank you very much
DATE: 7/23/13 12:19 PM CALLER: CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver In the South Mountain freeway. Thank you very much
7/23/13 CALLER: CARL WHITE CALLER ADDRESS: 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: CALLER REMARKS/QUESTIONS: Liver In the South Mountain freeway. Thank you very much
CALLER: CARL WHITE CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver In the South Mountain freeway. Thank you very much
CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver In the South Mountain freeway. Thank you very much
ARIZONA 85295 PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Liver I would like to express my support for the South Mountain freeway. Thank you very much
CALLER REMARKS/QUESTIONS: I would like to express my support for the South Mountain freeway. Thank you very much
I would like to express my support for the South Mountain freeway. Thank you very much
I would like to express my support for the South Mountain freeway. Thank you very much
1 Would like to express my support for the South Flouritain neeway. Thank you very much.

Issue	Response
	Comment noted.

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

B3478 · Comment Response Appendix

ode Con	nment Document
	From: Projects To: ADOT
	Subject: FW: South Mountain Freeway Comment Date: Wednesday, July 24, 2013 10:14:22 AM
	Wednesday, July 27, 2013 10.17.22 Art
	Thank you,
	Salina Tovar
	Community Relations Officer
	1655 W. Jackson St. MD 126F, Room 170
	Phoenix, AZ 85007
	602.712.4629
	<u>azdot.gov</u>
	ADOT
	Communications
	From: Doug Whitfield [mailto:dougwhitfield@teamtechinc.net] Sent: Wednesday, July 24, 2013 10:13 AM To: Projects Subject: South Mountain Freeway Comment
	I have many questions pertaining to the proposed South Mountain Freeway.
	One of the most important is that of the current level of pollution that is already being experienced
	along the proposed route. What, if anything, is going to make this current situation any better by
)	adding thousands of vehicles passing through this area on a new route around the city?
	On just about many given day when an inversion layer is present, you can see the brown air in the area with the mountains as a backdrop. How can anyone with any level of intelligence say that this
	situation will improve with a major highway added into the mix? This pollution tends to sit in the
2)	area until there is a strong enough air flow to push that dirty air out of the area, which takes weeks to happen in most cases.
	No matter if above ground, at ground, or below ground, the same issue is present and needs to be
_	addressed with a plan. With the use of alternative fuels by fleets on the rise, why couldn't the route
3)	be restricted to alternative fuel vehicles, much like the HOV lane is today on existing highways. This
	would have minimal impact on the environment along the existing route, take advantage of the
	current trends in alternative fuels, and allow for a speedy alternative for those vehicles qualifying to use such a route.
	Thanks
	Doug Whitfield
	14602 S. 8 th Street
	Phoenix, AZ 85048

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Air Quality	According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment	Document
		480-460-1845
		© 480-263-0643 Dougwhitfield@teamtechinc.net
		www.dentacareusa.com
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response

B3480 · Comment Response Appendix

	5047
	1 MR. WHITMAN: I'm just against it. I've been
	2 against it, and I just feel like a lot of people are. And I
	3 just don't want it to happen.
	4 I mean, it's impacting our community a lot. And on
	5 the video, it just seems like they are more concerned about
)	6 other historic places, in different towns and stuff, but little
/	7 interest in ours and did whatever they wanted. So that's
	8 basically it. That's basically it.
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	Page 2
	Driver and Nix Court Reporters - (602) 266-6525

Code	Issue	Response
1	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The Preferred Alternative for the proposed freeway was designed to avoid historic buildings determined eligible for listing in the National Register of Historic Places; thus, none would be destroyed by the project. (See Draft Environmental Impact Statement page 4-132 [Table 4-47] and pages 3-25 and 3-26.)

Code Comment Document Cyndi Whitmore Document Created: 7/12/2013 2:47:14 PM by Web Comment Form No, no, no. This freeway will not produce long term relief to traffic congestion and will only worsen air quality. More freeways are not the answer. Carving up more of our desert is not the answer.

Comment Response A	ppendix • B3481	
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Code	Issue	Response
1	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).
		By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

B3482 • Comment Response Appendix

Code Comment Document From: Projects ADOT FW: 202 Expansion Tuesday, July 02, 2013 11:36:02 AM Date: Attachments: image001.png Thank you, **Matthew Eberhart Community Relations Officer** 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 ADOT From: Whyte, Colleen [mailto:Colleen_Whyte@FMI.com] Sent: Tuesday, July 02, 2013 11:22 AM To: Projects Subject: 202 Expansion As a resident of Laveen, I am glad to see that after "30 years" the 202 expansion will finally happen at some point in the future. Having viewed the material, it's disappointing that we may not have a true loop around the downtown area unlike other metropolitan areas in which I have lived. If long range planning had been in place – the build up around the Loop 101 could have been avoided. Many of our visitors are surprised that all traffic must travel through the downtown area. The 1 <u>preferred</u> access from 59th Ave is obviously the cheapest and least intrusive but I fail to see how this alternative will relieve Interstate 10 of the congestion that builds everyday between 91st Ave and 7 Ave. In addition, this route does not provide much of an improvement for access to the west valley from the Laveen area where much of the anticipated growth will occur. Obviously, my family would prefer that the 202 loop connect at the 101 and failing that, further out at the 71st interchange. 59th Avenue seems like a short-sited solution to the current problem. Colleen M Whyte Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code Commen	t Document	
	From: To: Subject: Date:	John Wiegand Projects South Mountain Study Team - Loop 202 Extension Wednesday, June 05, 2013 1:34:42 PM
1	I support cons believe the ext Phoenix Metro	truction of the Loop 202 South Mountain Freeway as soon as possible. I tension is vital for resolution of future transportation issues facing the politan Area.
	Thanks,	
	John Wiegand 9336 E Hobart Mesa AZ 8520	

Code	Issue	Response
1		Comment noted.

Code	Comment Document		
	TELEPHONE CONVERSATION RECORD		
	SOUTH MOUNTAIN FREEWAY INFORMA	ATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE:	TIME:	
	5/16/13	6:55 PM	
	CALLER: JERRY WILCOX	CALLER ADDRESS: 143 S. HOBSON, MESA, AZ 85204	
	PHONE:	EMAIL:	
	· · · · · · · · · · · · · · · · · · ·		
	CALLER REMARKS/QUESTIONS:		- 1
$\left(1 \right)$	I am in favor of the South Mountain Freeway	y. Thank you.	- 1
			1
			- 1
			1
			- 1
			1

Code	Issue	Response
1		Comment noted.

Code Comment Document Projects ADOT FW: Build 202 Wednesday, May 22, 2013 10:56:30 AM From: To: Subject: Date: From: Irene Wiley [mailto:wileyirene@yahoo.com] Sent: Monday, May 20, 2013 7:41 PM To: Projects Subject: Build 202 1 We need the 202 built. Some of my family work in Awtookie (mspl), That would really help that part of town in many ways. Irene B. Wiley wileyirene@yahoo.com Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code Co	omment Document		
	TELEPHONE CONVERSATION REC	CORD	
	SOUTH MOUNTAIN FREEWAY IN		
	INCOMING CALL	INCOMING CALL	
	DATE: 5/17/13	TIME: 4:51 PM	
	CALLER:	CALLER ADDRESS:	
	STEVEN WILGERT	CALLER ADDRESS: 10635 N. 34 TH PLACE, PHOENIX, AZ 850028	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTIONS:	, , , , , , , , , , , , , , , , , , ,	
1)	I support the South Mountain Freewa	ay. Thank you. Please build the freeway.	

Code	Issue	Response
1		Comment noted.

Code Comment Document Projects ADOT FW: South Mountain 202 Monday, May 20, 2013 8:22:56 AM From: To: Subject: Date: From: Clark Wilkerson [mailto:c_wilkerson@yahoo.com] Sent: Sunday, May 19, 2013 6:21 PM To: Projects Subject: South Mountain 202 I am not sure of the cost but I think that building the South Mountain 202 is a great idea for Phoenix. The freeways help traffic and encourage business. Please move forward with this project at the rate you feel is prudent. 1 Clark Wilkerson Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3488 · Comment Response Appendix Code Comment Document Cliff Wilkinson Document Created: 5/28/2013 6:18:58 AM by Web Comment Form I support the "No Build" option. The cost is just too high and Sierra club lists this as the worst project for transportation environmentally and essentially relocates Indigenous peoples and destroys their sacred sites.

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Sierra Club Report	The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).
3	Acquisitions and Relocations	No residences on Gila River Indian Community land would be acquired and no relocations of people living on Gila River Indian Community land would occur.
4	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Rusty Crerand

Constituent Services Officer

206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856

dcrerand@azdot.gov

	Comment	Response	Appendix	•	B3489
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Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

(Responses continue on next page)

B3490 · Comment Response Appendix

Code	Comment	Document
		Communications
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document	
Couc	Comment Document	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION	ITNE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	6/15/13 CALLER:	3:29 PM CALLER ADDRESS:
	MARK WILLEY	16397 W. PEARCE STREET, GOODYEAR, ARIZONA
	PHONE:	85338 EMAIL:
	CALLER REMARKS/QUESTIONS:	
$\begin{pmatrix} 1 \end{pmatrix}$	I support the South Mountain freeway. Thank you.	

Code	Issue	Response
1		Comment noted.

B3492 · Comment Response Appendix

Code Commo	ent Document
	From: Projects To: ADOT Subject: FW: ADOT Loop 202 South Mountain Freeway Date: Tuesday, May 14, 2013 9:48:43 AM
	From: Christian M. Williams [mailto:ceemoaz@gmail.com] Sent: Monday, May 06, 2013 1:49 PM To: Projects Subject: ADOT Loop 202 South Mountain Freeway
1	I am in favor of extending Loop 202 along the Pecos Road alignment as this has been planned since the 1980s. Let's not waste any additional money or time. Let's just finish what we have started. Pecos Road makes the most sense.
	Thank you, Christian Williams 10370 W Sands Dr Peoria, AZ 85383
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Loop 202 thru Laveen! Date: Monday, May 20, 2013 8:30:07 AM
1	Original Message From: Amy Williams [mailto:kennyandamy@q.com] Sent: Saturday, May 18, 2013 10:22 AM To: Projects Subject: Loop 202 thru Laveen! YES!!!! We are Laveen residents and want that freeway! Please speak for us in Laveen and make this happen!!!! Thank you!! Amy Williams
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response	
1		Comment noted.	

B3494 · Comment Response Appendix

Code	Comment Document
	From: Doug
	To: Projects Subject: South mountain freeway alternative Date: Tuesday, June 04, 2013 6:20:10 PM
1	I am a resident of Ahwatukee area and would love to see our commuter trains expand to this area. This would eliminate the need for more freeways and added pollution. I voted for the trains years ago but they never came to our neighborhood. I believe the train could be elevated above the interstate 10 with ease, like that of the Denver lines. Why can't we utilize what we have more effectively and thus eliminate the need for more freeways that would only serve the community more. THE city of Phoenix should spend our tax dollars with the future in mind, let's campaign for alternatives which would make our city more livable.
	LONGTIME RESIDENT VICKIE WILLIAMS
	Sent from my iPhone

Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
	South Mountain Freeway Study
	Draft Environmental Impact Statement COMMENT FORM
1	Additional Comments: LET'S BUILD THIS FREEWAY. CONSIDE THIS
	-CHRIS WILLIAMS
	85045
	ADDIT RACS No. 2011 MA 054 H5764 011 • Federal-laid Project No. RH-202-D(ADV) FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

	Comment Document
	C H m + ·
	South Mountain Freeway Study
	Draft Environmental Impact Statement
	COMMENT FORM
	Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on:
	Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect A particular alternative, environmental impact
	of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and • Any information you feel is incomplete or incorrect.
	ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your • How the proposed action would affect you.
	concerns and recommendations.
١	Comments must be received or postmarked by July 24, 2013.
)	PEGIONAL TRAFFIC AND REDUCE CONGESTION THROUGH
	CENTRAL METRO PHOENIX
	7734
	Optional
	Name ELITAH WILLIAMS Email
	Address
	City
	Phone Fax
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOTTRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D[ADY] 55-9

Code	Issue	Response
1		Comment noted.

de Co	omment Document	
	TELEPHONE CONVERSATION RECO	RD
	SOUTH MOUNTAIN FREEWAY INFO	RMATION LINE
	INCOMING CALL	INCOMING CALL
	DATE: 5/20/13	TIME: 2:31 PM
	CALLER:	CALLER ADDRESS:
	CAROLEE WILLIAMS	5202 E. PARADISE LANE, SCOTTSDALE, ARIZONA 85254
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	
	I do support the addition of the new fre	eway. South Mountain Freeway.
)		,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Code	Issue	Response
1		Comment noted.

42	252
	1 us up to all of the Valley, and also help us to stay
	2 and keep our dollars in Phoenix as well.
	3 Thank you so much. And appreciate your
	4 time.
	5 THE FACILITATOR: Thank you, Ms. Herring.
	6 Our next speaker is Ethel Williams.
	7 Welcome, Ms. Williams, you have three
	8 minutes.
	9 MS. WILLIAMS: Thank you. Thank you for
1	0 hearing me, and thank you for being here. Thank you
1	1 for addressing our problems that we're having in the
1	2 Laveen community. I know that these improvements
1	3 will help the whole community and the surrounding
1	4 communities.
1	5 Mainly, I moved to Laveen after my
1	6 daughter, who just spoke, and my son, and her
1	7 mother-in-law moved to Laveen, because everything
1	8 looked promising, and we thought it would be a very
1	9 good move to help improve some of the things that are
2	O going on in our surrounding areas in the City of
2	1 Phoenix area.
2	2 But I think that this will bring a lot of
2	3 help to us, as far as accidents are concerned,
2	4 because, like she said, the traffic problems are
2	5 horrendous during the rush hours. And for my
	Page 73

Code	Issue	Response
1		Comment noted.

Code Comment Document 1 family's safety, if for nothing else, I say yes, 2 let's do it. And the 59th Avenue Freeway is the one 3 that I would be concerned about. Thank you very much. Page 74 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code Comment Document 4351 22 ETHEL WILLIAMS: The main thing I would like 23 to do is say that my whole family -- not my whole 24 family, but two-thirds of us, three-fourths of us, 25 moved to Laveen because of all the things they promised Page 7 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment D	ocume	nt
		1	to do before we moved in there. One was to build a
		2	bridge across 67th Avenue at the river.
		3	And right after we moved in there, I remember
		4	that bridge was closed by the river. We had no access
		5	across the river for like it might have been four
		6	months or five months; I can't remember. I got so used
		7	to it that I wouldn't even think about going across.
(1)		8	But we do need that freeway, too, which would
		9	be the W-59 route we are talking about.
		10	We need a community center. When we first
		11	moved in there, they had the we are seniors; my
		12	husband and I, we're seniors. When we first moved in
		13	there, they had the SilverSneakers program at the Cesar
		14	Chavez High School that they closed down. And we have
		15	never had any input about what facility we're going to
		16	use for SilverSneakers since then.
		17	What else? When I travel from my daughter's
		18	house to my house, sometimes I take forever getting
		19	across Baseline just to go like if I want to go to
		20	Fry's. I do live to the right. Sometimes I exit her
		21	house to go to Fry's or to go to the shopping center on
		22	51st. And it takes forever. It takes a lot of time
		23	just to make the turn to get out of that complex, out
		24	of the complex where they live. And she lives in
		25	Cottonfields, right there at 56th and Baseline.

Page	8

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code Comment Document We do have a light at 67th, which makes it a 2 lot better for us. We didn't have the light for a long 3 time. But they did put a light in, I guess, about a year or year and a half ago. Which I knew if they did that at the place where we exit from her home, it would 6 make it a lot better too. They don't have a light 7 there. They have one four blocks down the street. And we can sit there forever trying to get out of there. And I guess that's about it for now. That's all I can think about right now. 11 Oh, except for the infrastructure. They did promise us we were going to have shopping centers and other things to make it convenient for us to live in that area. And they have never materialized. 14 15 My comments are certainly my own, and they 16 may not be many of the other people's. Page 9 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document	
	TELEPHONE CONVERSATION RECORD	
	SOUTH MOUNTAIN FREEWAY INFORMATION L	INE
	INCOMING CALL IN	NCOMING CALL
	DATE:	IME:
		:51 PM ALLER ADDRESS:
	ELIZABETH WILLIAMS 8	8 W. MYRTLE AVENUE, PHOENIX, AZ 85021
	PHONE:	MAIL:
	CALLER REMARKS/QUESTIONS:	
$\left(1\right)$	Yes, calling to show my support of the South Mountai	n Freeway. Thank you.
	, , , , , , ,	, ,

Code	Issue	Response
1		Comment noted.

e Co	omment Document		
		/ERSATION RECORD N FREEWAY INFORMAT	TION LINE
	INCOMING CALL		INCOMING CALL
	DATE: 5/15/13		TIME: 9:21 AM
	CALLER NAME:		CALLER ADDRESS: 3302 N. 87 TH AVENUE, PHOENIX, AZ 85037
	LELA WILLIAMS PHONE:		EMAIL:
	CALLER REMARKS	S/OUFSTIONS:	
)	It is way past time to	o build that freeway aroun	nd South Mountain. You need to stop wasting money on
,	these bullshit studies	s and get to business. The	ank you.
	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:

Code	Issue	Response
1		Comment noted.

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	Incoming call time: 5:29 PM
CALLER: PATTY WILLIAMS	CALLER ADDRESS: 1306 W. 11 TH STREET, TEMPE, AZ 85281
PHONE:	EMAIL:

	\	
(1)(2)
	ノヽ	

Code Comment Document

CALLER REMARKS/QUESTIONS:

I do agree with running that freeway through, but I think you should go around that neighborhood out there and around the outskirts of South Mountain so that the sacred area with the Indians is not upset and those houses are not upset and we're not paying millions of dollars to people to move to a different location so we can destroy their homes.

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
4	Cultural Resources	

Code C	Comment Document
1	Document Created: 7/18/2013 2:13:05 AM by Web Comment Form Please build the Loop 202 W59 route. We bought our house in Laveen over 7yrs ago with the promise of the freeway and access to business infrastructure. We are growing too fast and need the access to the rest of the city and reduced traffic. This freeway is long overdue. Thank you.

Code	Issue	Response
1		Comment noted.

Code Comment Document

From: **Projects**

FW: South Mountain Freeway Draft EIS and General Comment Monday, July 15, 2013 11:01:30 AM Subject:

Date:

Attachments: image001.png

Thank you, **Matthew Eberhart Community Relations Officer**

1655 W Jackson St. MD 126F

Phoenix, AZ 85007

602-712-2060



From: Nathan Williams [mailto:natellwilliams@gmail.com]

Sent: Monday, July 15, 2013 11:01 AM

To: Projects

Subject: South Mountain Freeway Draft EIS and General Comment

As a resident of Ahwatukee, I am supportive of the proposed Loop 202 South Mountain Freeway expansion/ construction, in fact I would further request that we begin construction as soon as humanly possible with the proposed 59th Avenue alignment. As resident in the area for many years I have seen this project come and go, it is my suggestion that we simply make it work on our own land, whether we have to buy up houses, Churches etc. I just don't want to waste anymore time or money dealing with the Indian Community any longer. It would appear that they just want to bog the process down with potential options of construction on their land, and then pull out of the options later, so the project never gets constructed even though it would be a huge benefit for their community. If they don't have the foresight to see that, that's fine. Maybe it is difficult for them to see the benefit that the Loop 101 has provided for the Salt River Community. In any case I would think it best to just leave their land out of the equation and if they want future connections to the freeway then they should have to pay for it and it should not be a part of this budget. Let us please move forward with the project and build the freeway already, which is at least a decade overdue. Thank you for your time and consideration.

Sincerely,

Nathan Williams

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Code	Issue	Response
1	Alternatives	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Draft Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.



Code Co	mment Document	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMAT	TTON I THE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	7/23/13 CALLER:	11:51 AM CALLER ADDRESS:
	CASSANDRA WILLIAMS	2026 WEST LOBO CIRCLE, MESA, ARIZONA 85202
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	
	Hi, I support the construction of the 202 freev	way to alleviate some of the traffic. Thanks, bye.

Code	Issue	Response
1		Comment noted.

ode C	omment Document	
	TELEPHONE CONVERSATION	I RECORD
	SOUTH MOUNTAIN FREEWAY	
	INCOMING CALL	INCOMING CALL
	DATE: 7/23/13	TIME: 3:19 PM
	CALLER: NANCY WILLIAMS	CALLER ADDRESS: 513 EAST CAROL AVENUE, PHOENIX, ARIZONA
		85020
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTION	
1)	Yes, I support the South Mountai	in freeway being built. Thank you.

Code	Issue	Response
1		Comment noted.

ode Co			
, ac c.	omment Document		
	TELEPHONE CONVERSATION R	FCORD	
	SOUTH MOUNTAIN FREEWAY I		
	INCOMING CALL	INCOMING CALL	
	DATE: 5/18/13	TIME: 4:23 PM	
	CALLER: KAREN WILLIAMSON	CALLER ADDRESS:	
	PHONE:	27 [UNCLEAR] PHOENIX AZ EMAIL:	
	CALLER REMARKS/QUESTIONS	<u> </u>	
	Hi, yes I do support the new freew		
1)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· · · · · · · · · · · · · · · · · · ·	

Code	Issue	Response
1		Comment noted.

ode C	omment Document	
	TELEPHONE CONVERSATION REC	CORD
	SOUTH MOUNTAIN FREEWAY IN	FORMATION LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/15/13	4:33 PM
	CALLER: LORETTA WILLIS	caller address: 26307 S. TANGELO AVENUE, QUEEN CREEK, AZ
	PHONE:	85142 EMAIL:
		LITIPAL
	CALLER REMARKS/QUESTIONS:	h Mountain Freeway and the sooner we get started the better off
1)	we will be here in the Valley and the	safer those people will be as they come through that massive
	congestion there at the Tan conversion	on so let's get started now.

Code	Issue	Response
1		Comment noted.

Code Con	nment Document
	From: Projects
	To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:43:47 AM
	Pares. Horizon, Pidy 20, 2013 0.13.17 Am
	From: Kenneth Wilson [mailto:bigpeach35@yahoo.com]
	Sent: Friday, May 17, 2013 6:02 PM To: Projects Subject:
1	sure BUILD IT no more big truck accidents on the 10
	downtown
	Peace, love, and all that good stuff.
	All we need is love.
	Kenneth Russell Wilson
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Max Wilson Document Created: 5/21/2013 3:44:21 PM by Web Comment Form I believe that the proposed changes will dramatically improve conditions on already crowded freeways and surface streets. this is a great idea.

Code	Issue	Response
1		Comment noted.

Code Co	omment Document	
	TELEPHONE CONVERSATION RE	
	SOUTH MOUNTAIN FREEWAY IN	NFORMATION LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/18/13 CALLER:	4:23 PM CALLER ADDRESS:
	ALICE WILSON	CALLER ADDRESS:
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	
	Hi, I really don't understand why the	ere would be negative thoughts about having this freeway if it's
$\left \begin{pmatrix} 1 \end{pmatrix} \right $	going to create jobs and reduce traf go ahead and build that freeway. Th	fic around Phoenix, that would surely be a positive. So I say Yes,
	ge and and conditionally.	

Issue	Response	
	Comment noted.	
	Issue	

Code	Comment Document	
1	Collette Wilson Please leave sacred land be!	ent Created: 7/12/2013 12:51:04 AM by Web Comment Form

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	LOOP 202 South Mountain Freeway Study
	Draft Environmental Impact Statement COMMENT FORM
	Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.
	Comments must be received or postmarked by July 24, 2013. The alignment along fecos road
	May concerns are or the religion of the
$\binom{2}{2}$	added community traffic
4	· negative visual impacts
	- ugly noise walls impedia, views
5	- commercial signage
$\left(6\right)$	- electronic bill boards; Midlous; glaring. Visible flashing obnoxiously for
$\overline{(7)}$	miles
	We need Poces road for what it currenty is. Easy
	access out of chubulest and the Foothills communities.
	Limited traffic stops and easy access the Desert Vista High Scool
(8)	TE those is damage during construction to adjacent properties such
	Optional as windows of walls what is the recourse.
	Name Carol Wilson Email dettwitson @ ool. com
	Address 1144 E. Thundohill fl.
	City Phoenix State AZ Zip 85048
	Phone 480-9680 Fax
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	
4	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. Construction of the interchange would have resulted in the displacement of over 100 homes and the interchange would have been located near an existing high school. Access to 32nd Street is to remain available from Chandler Boulevard and other east -west local streets. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). The traffic projections for Chandler Boulevard (see Figure 3-12, on page 3-29 of the Final Environmental Impact Statement) show a reduction with the proposed freeway when compared with conditions without the proposed freeway.
5	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	Visual Resources	Decorative or aesthetic treatments are sometimes applied to noise barriers and other freeway structures to help them blend into the surroundings and/or fit in with the tone of the community. The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. The Arizona Department of Transportation has expanded its selection of acceptable wall treatments to include thematic emblems or symbols and, in some cases, more than one color.

(Response 6 continues on next page)

Comment Response Appendix	•	B3517	

Code	Comment Documer	t	
			_

Code	Issue	Response
6 cont.)		As an example, for State Route 101L (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Pages 4-158 and 4-159 in the Draft Environmental Impact Statement explain the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.
7	Visual Resources	The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.) While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or
8	Construction	Provisions would be taken to ensure adjacent properties would not be damaged during construction.

B3518 • Comment Response Appendix

B3518 • Comm	nent Response Appendix
Codo Com	want Danimant
Code Com	ment Document
1 2 3 4 5	Mark Wilson Document Created: 7/20/2013 6:14:04 PM by Web Comment Form Sirs - this entire project, smf202, is a joke. Your DEIS states 'improved polution characteristics' are likely. My 5th grader can easily prove this wrong. How many ozone alerts have we had annually the past 10 years? I missed that in the report. Ahwatukee suffers, kids cough, get displaced, and see church and schools close. Further, you intentionally say nothing of TRUCK traffic using this bypass to circumvent downtown traffic. This is ludicrous. And by the way, it's a 30 year old plan! You morons. I could go on, but what is the point. Your pr machine is unstoppable. And laveen needs more min wage wal mart and gas station jobs.

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
4	Purpose and Need, Old Plan or Use of Old Data	
5	Purpose and Need, Lack of Support	

Code Comment Document From: Projects ADOT FW: Loop 202 South Mountain Freeway Monday, July 15, 2013 10:47:25 AM Attachments: image001.png Thank you, **Matthew Eberhart Community Relations Officer** 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 ADOT From: Wilson Thomas S (Tom) [mailto:Tom.Wilson@srpnet.com] Sent: Monday, July 15, 2013 10:46 AM To: Projects Subject: Loop 202 South Mountain Freeway When the portion of Loop 202 was constructed several years ago through the Lehi-area in Mesa, ADOT agreed to forego exits for several miles in order to preserve the lifestyle residents within Lehi were accustomed to. A similar approach for Loop 202 as it passes through Ahwatukee may make it more amiable for local residents while also reducing the cost to construct (fewer homes/businesses that would need to be acquired through eminent domain, etc.). The 'existing' interchange at Pecos Road and 40th Street could remain with the Park and Ride 1 facility nearby and perhaps one other exit (Desert Foothills Parkway?) where there are not many homes/businesses that would need to be removed to facilitate an interchange. Traffic flows on this portion of the Loop 202 should benefit from having fewer points where vehicles are merging too. Regards, Tom Wilson Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Issue	Response
Design	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system. The spacing of the interchanges would be approximately 1.5 to 2 miles, which would provide acceptable weaving conditions.

B3520 · Comment Response Appendix

Code Comment Document From: FW: Loop 202 South Mountain Freeway Subject: Friday, July 19, 2013 9:19:50 AM Date: Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov ----Original Message----From: Dena Wiltsie [mailto:wiltsie@earthlink.net] Sent: Friday, July 19, 2013 9:16 AM To: Projects Subject: Loop 202 South Mountain Freeway First I will admit I am not happy with the W59 option because I live near (about 1/4) mile from where it will run but I was aware of the expansion and made the decision with eyes at least a little bit open. With that out of the way, I see a big problem with both the w71 and w59 approach that may in the future mark this expansion as a big mistake. The problem is both approaches share the I10 freeway and will place an additional load on the freeway which is already at times near it's limit. Additional cost will be added to the project at some point (1)to expand the I10 and it will only solve part of the problem because when a blockage occurs, both IIO and loop 202 traffic will be stopped. The best way to keep the traffic moving will be to share the freeway as little as possible and go with the w101 approach. I know the w101 will require redesign of the 101/I10 interchange but I suspect the cost will be less that fixing the I10 freeway to handle the additional One additional wrong though about the expansion is it will be needed to handle the additional traffic from the Laveen area. I think this is incorrect for two reasons. The first reason much of the traffic I see on baseline road has to be people who would use the w101 because they are skipping the freeway system or have come in from Riggs road and they are not locals. The second mistake is Laveen is backed up against park land and Indian Reservation. Little additional traffic will come from either area and while the existing farm land will be developed, I think the existing road surface streets will be able to handle the traffic with the w101 expansion. My background in software design has shown me that sometimes a little fix is not the solution to the problem and you have to bite the bullet reworking a big chunk of code to fix the problem correctly. Any option other than the w101 will come back to cause many problems in the future. Dena Wiltsie 5814 West Desert Drive Laveen, AZ 602/237-2031

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

	Comment Document		
	LOOP 202		
	South Mountain		
	Freeway Study 2013		
	Draft Environmental Impact Statement COMMENT FORM		
	Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on:		
	Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect • A particular alternative, environmental impact		
	of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and • Any information you feel is incomplete or incorrect.		
	ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your		
	concerns and recommendations.		
\	Comments must be received or postmarked by July 24, 2013.		
)	I am in fovor of the John Mountain treeway		
	dol tuese reasons:		
	TI will complete the the the tractice way system		
	- I + will help lessons trottre on the 1-10		
	- It we die tot hove atterway system, No one		
	area is exempt just become they don't won a		
	that didn't step it elsewhere		
	- the Ambrikee residents don't trink obort or care		
	that they produce massive to fic in Some body		
	else's Neighborhoods		
	Name Mort, Winkler Email Mortiphoenix Dal Co.		
	Name / Wrt. W. NK Er Email Morci phoenix Dobl. Co.		
	Address Thomas RO & Total.		
	City Moin X State 7 2 Zip 0500 6		
	Phone Fax		
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007		
	ADOT TRACS No.: 2021 MA 054 H5764 011 • Federal-aid Project No.: NH-202-DIADY)		
	Subspection of Inspection FOR MORE INFORMATION		
	Administration azdot.gov/SouthMountainFreew		

Code	Issue	Response
1		Comment noted.

Code Comment Document 4306 MS. WINKLER: I think I am in favor of this. I 18 think this is a good idea. I live in the central city area, and I know that a lot of people in the Ahwatukee area may be in opposition to this. But I particularly look at this as an issue of 21 equality, that if the rest of the city all has to have freeways that border or come into their areas, that no one single area should be exempt. I think it will complete the grid system for 25 the freeway if -- the freeway grid system. Page 18 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code Issue Response	

Code	Comment Document	
	1	And, actually, I I was talking to one of the
	2	one of the planners or engineers, and I think the best route
1	3	would be to go through Tolleson and connect to the 101. But he
	4	was saying that there is a lot of issues regarding that. So he
	5	said it'll probably be 53rd Avenue or somewhere around there.
	6	But I personally think that the logical route would
	7	be to connect to the 101 and, you know, that, that far-most
	8	route. So, no, but, overall, I just think it's a good idea. I
	9	think it's, like I said, a matter of equality, that no one area
	10	should be singled out that's not just because they don't
	11	want it coming into their neighbor around their
	12	neighborhoods.
	13	And, although, I am not in favor of it prompting
	14	more people to move here. I was looking at the information,
	15	and it was saying that supposedly 3 million, close to 3 million
	16	more people, are going to be moving here within the next 20 to
	17	30 years. And I certainly don't think believe we need
	18	3 million more people in a land of finite resources.
	19	But that's not for Yeah. I don't understand
	20	this constant push for more tourists, more households, more
	21	homes, more whatever. It's like no other city in this country
	22	is so more about pushing, pushing more and more and
	23	more people into an area as the Phoenix area. And I just
	24	don't I just don't get that because I think it's making the
	ı	

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code Comment Document And that's why I was actually just talking with one 2 of the planners and was saying about how, when it starts to get 3 hot, that people just, all of us, starting to get -- start to 4 get angry. Just all of a sudden. It's just within a couple of 5 weeks. And -- And I said it's because people are -- You know, 6 it's already congested. You know, now it's hot, on top of it. And so, anyway, regarding this issue of making more freeways, so then we bring more people into the area; we don't 9 need more people. 10 And, you know, and it's -- Unfortunately, I've 11 worked for land developers and builders and land developers, 12 and that type. And it's -- It's all about money, power, and 13 greed, unfortunately. And that's what we'll never change about 14 this town, because it's all about those three things. 15 So, but, as far as the freeway, I think it's a good 16 thing. So thank you. Page 20 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment	Docume	ent
		4370	
		1	Steve Winn.
		2	MR. WINN: Good morning. Thanks for your time,
		3	appreciate it. I don't have a lot to say, I just want to
1		4	say that I approve the construction of the 202. I do use
		5	South Mountain Park a lot, I live in Laveen, I use it a
		6	lot, all the time, couple times a week. And although I
		7	would regret if we had to take a portion of that park
		8	away, you know, it seems to be the greater good at this
		9	point. I would look very much forward to, like the
		10	previous speaker said, having a hospital come in, the
		11	prospect of having some hospitals and some development
		12	come to Laveen, so I'm not spending a bunch of extra time
		13	driving very far to go to those services.
		14	You know, in my personal life, you know, the
		15	environmental impact of not having that there would, you
		16	know, far surpass it, because I'm driving a lot more, a
		17	lot farther to these services that hopefully can
		18	potentially come into the town there. So I would also
		19	encourage some bypass along the route, especially access
		20	to South Mountain Park, things like that, and that's all
		21	I have. Thanks.
		22	THE FACILITATOR: Thank you.
		23	Sharon Finell no? Which one is it? Okay,
		24	thanks.
		25	Thank you.

Code	Issue	Response
1		Comment noted.

	4187	
	1	everything going downhill, but what it's done is it's
	2	just made it even worse in that area because of no
	3	development, not only because of the economy, but there's
	4	just no roads, no highways. We're just kind of like very
	5	secluded.
	6	This should have been done a long time
	7	ago. It needed to be done a long time ago. We've got to
	8	look at the big picture.
	9	And I looked at the studies. It looks
	10	like it's been done very thoroughly. It looks like all
	11	interests have been taken into account. Now it's time to
	12	get going on it and quit playing.
	13	MR. WINNER: I live at 47th Avenue and
	14	Baseline roughly. I support the freeway coming through.
.)	15	I have a three-year-old daughter and the first two years
	16	of her life she was chronically ill. I was in and out of
	17	the hospital. The closest children's pediatric urgent
	18	care is at Central and Baseline. The closest hospital is
	19	obviously in downtown. There's nothing west there's
	20	Thunderbird and there's another hospital, I believe it's
	21	on 5th Avenue, so I support it primarily for the expected
	22	hospital facility that they are going to be putting in.
	23	That's it. Simple.
	24	UNIDENTIFIED SPEAKER: The problem with
	25	I-10 is it turns into a bottleneck, and they are not
		Page 8

Code	Issue	Response
1		Comment noted.

Code Comment Document FW: In support of 202 W59 Alternative Wednesday, May 22, 2013 10:48:01 AM From: Amy and Scott Winter [mailto:aesw5277@msn.com] Sent: Tuesday, May 21, 2013 7:22 PM To: Projects Subject: In support of 202 W59 Alternative Greetings, My name is Amy Winter, I reside at 2920 W Shumway Farm Rd in Phoenix. I support the 202 going in near 59th Avenue. While no 1 one wants a freeway in our back yard, the growth in this area (including the new enlarged casino) has created significant safety issues regarding traffic. While I am in support of the 202 being completed in that location, I hope that the planners are mindful of wildlife habitat and safety, noise reduction for the residents, and safe options for pedestrians and bicyclists. Warm Regards, ~Amy Winter Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE DECORAGE CALL STATE STATE			
INCOMING CALL DATE: 5/17/13 CALLER: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A green at the Courth Mountain Frequency Cet have years.	Code Co	mment Document	
INCOMING CALL DATE: 5/17/13 CALLER: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A green at the Courth Mountain Frequency Cet have years.			
INCOMING CALL DATE: 5/17/13 CALLER: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A green at the Courth Mountain Frequency Cet have years.			
INCOMING CALL DATE: 5/17/13 CALLER: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A green at the Courth Mountain Frequency Cet have years.			
INCOMING CALL DATE: 5/17/13 CALLER: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A green at the Courth Mountain Frequency Cet have years.			
INCOMING CALL DATE: 5/17/13 CALLER: CALLER ADDRESS: SANDRA WINTERS PHONE: CALLER REMARKS/QUESTIONS: List A ground the Courth Mountain Frequency Cet have used states.			
DATE: 5/17/13 4:51 PM CALLER: CALLER ADDRESS: 750 E. NORTHERN AVENUE, UNIT 1040, PHOENIX, AZ 85020 PHONE: CALLER REMARKS/QUESTIONS: List A great the Courth Mountain Frequency Cet have used great.		SOUTH MOUNTAIN FREEWAY	'INFORMATION LINE
5/17/13 CALLER: CALLER ADDRESS: 750 E. NORTHERN AVENUE, UNIT 1040, PHOENIX, AZ 85020 PHONE: CALLER REMARKS/QUESTIONS: List A ground the Courth Mountain Frequency Cet have used ground.		INCOMING CALL	INCOMING CALL
SANDRA WINTERS 750 E. NORTHERN AVENUE, UNIT 1040, PHOENIX, AZ 85020 PHONE: EMAIL: CALLER REMARKS/QUESTIONS:			4:51 PM
PHONE: AZ 85020 EMAIL: CALLER REMARKS/QUESTIONS:			CALLER ADDRESS:
PHONE: CALLER REMARKS/QUESTIONS: List A support the Courth Mountain Frequency Cost burnings and a		SANDRA WINTERS	AZ 85020
Lii Tayanayt the Couth Mayatain Fraguesy Cat hyayyay ayya		PHONE:	
Lii Tayanayt the Couth Mayatain Fraguesy Cat hyayyay ayya		CALLER REMARKS/OUESTION	NC.
	1		
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Code	Issue	Response
1		Comment noted.

Code	mment Document	
	From: Projects To: ADOT Subject: FW: Proposed South Mountain freeway, westen extension Date: Monday, May 20, 2013 1:07:00 PM	
1	From: Wirta, Morgan T. [mailto:Wirta.Morgan@mayo.edu] Sent: Monday, May 20, 2013 12:47 PM To: Projects Subject: Proposed South Mountain freeway, westen extension I support the Sierra Club's opposition to this proposal and for the reasons stated by the Sierra Club. Thank you Morgan Wirta	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	

Code	Issue	Response
1		Comment noted.

Code Co	omment Document	
_		
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	
		NFORMATION LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/16/13	4:55 PM
	CALLER: SUSAN WISHEAR	CALLER ADDRESS: 1804 E. AUBURN DRIVE, TEMPE, AZ 85283
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS	
(1)	Our family is very much in support you.	of the new freeway and hope that it can be accomplished. Thank
	you.	

Code	Issue	Response
1		Comment noted.

	4429	
	1	is overlooked in the decision-making.
	2	And that's all I want to say. Okay? We are
	3	definitely not in favor of it for so many reasons.
	4	MR. WITHERS: My name is Thelbert Withers,
	5	T-h-e-l-b-e-r-t, last name Withers, W-i-t-h-e-r-s.
	6	I'm in support of the freeway just for the
1)	7	simple fact that Laveen is a growing area now. We need
	8	more hospitals and more advanced things in this area and
	9	that community, not to mention that it's going to bring a
	10	lot more jobs and building the freeway and everything.
	11	But I just want to put I'm in support of the
	12	freeway. I you know, let me think.
	13	Just for entertainment purposes, you know,
	14	movies, you know, out evenings out, there's not really
	15	nothing too much in the Laveen area to choose from. I
	16	just think with this freeway, it will bring more of those
	17	type of restaurants, type of entertainment
	18	activities.
	19	And like I said, more importantly, a freeway
	20	will bring a hospital, which is something that we really
	21	need in Laveen.
	22	So I just want to put my support down for
	23	it. And if there's anything I can do to support it to get
	24	there, I'm on board with it.
	25	So thank you. I appreciate your time.
		Page 31

Code	Issue	Response
1		Comment noted.

Code	Comment Document		
	TELEPHONE CONVERSATION RECORD		
	SOUTH MOUNTAIN FREEWAY INFORMA	ATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE: 7/24/13	TIME: 11:56 AM	
	7/24/15 CALLER:	CALLER ADDRESS:	
	KEN WIXON	4556 WEST EL CAMINITO DRIVE, GLENDALE,	
	PHONE:	ARIZONA 85302 EMAIL:	
	THORE		
	CALLER REMARKS/QUESTIONS:		
$\begin{pmatrix} 1 \end{pmatrix}$	I support the South Mountain freeway.		
_			

Code	Issue	Response
1		Comment noted.

 From:
 Patricia Talcott

 To:
 ADOT

 Cc:
 Patricia Talcott

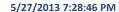
Subject: ENVOY# 1314770758/South Mountain Freeway

Date: Tuesday, May 28, 2013 8:51:57 AM

Attachments: <u>image001.png</u>

The following was received on the ADOT ENVOY System:

SOUTH MOUNTAIN FREEWAY



ARE YOU GOING TO BUILD IT ON PECOS REALLY. DO WE REIMBURSEMENT FOR OUR PROPERTY LOSSES. OR WILL YOU BUY OUR HOUSE OUTRIGHT. DO WE HAVE ANY VOTE OR SAY WHILE YOU RUIN AHWATUKEE AND WATCH EVERYONE MOVE OUT.

Woelbel, Viictor - victorwoelbel@yahoo.com

Thank you.

Patricia A. Talcott

Program Project Specialist II

206 S. 17th Avenue, Room 101, MD118A Phoenix, AZ 85007 602.712.7610

www.azdot.gov



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Comment Response Appendix • **B3533**

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).
3	Public Involvement	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.
4	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement was reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process up to publication of the Draft Environmental Impact Statement is available in Chapter 6, Comments and Coordination, of the Draft Environmental Impact Statement.
5	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). No evidence exists that many people would relocate because of the freeway. A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code Co	mment Document		
	TELEPHONE CONVERSATION R		
	SOUTH MOUNTAIN FREEWAY	INFORMATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE: 5/20/13	TIME: 4:23 PM	
	CALLER: DAVID WOKER	CALLER ADDRESS:	
	DAVID WOKER	3232 W. STANFORD DRIVE, PARADISE VALLEY, ARIZONA	
	PHONE:	EMAIL:	
	602-617-4631 CALLER REMARKS/QUESTIONS	S:	
(1)	I am in support of the South Moun		
		, .	

Code	Issue	Response
1		Comment noted.

Code Comment	: Document
Code Comment	. Document
	From: Projects To: ADOT
	Subject: FW: Date: Thursday, May 16, 2013 8:10:24 AM
	From: Mr woldew kibru [mailto:woldew@yahoo.com] Sent: Wednesday, May 15, 2013 8:48 PM To: Projects Subject:
1	I am very exiting to see this projuct done soon. It will help and reduce our area trafice . Please allow this freeway to be build sooner than latter
	Thank you. wudma wolde
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3536 · Comment Response Appendix

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 22, 2013 2:06:58 PM
	From: Wolde, Wudma Kibru [mailto:Wudma.Wolde@ehi.com] Sent: Wednesday, May 22, 2013 2:06 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway
1	I support build the 202 free way that can reduce heavy traffic on rash hours and can reduce the area pollution as well.
	Thank you for being top of this projects Wudma wolde
	CONFIDENTIALITY NOTICE: This e-mail and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and may contain confidential and privileged information protected by law. If you received this e-mail in error, any review, use, dissemination, distribution, or copying of the e-mail is strictly prohibited. Please notify the sender immediately by return e-mail and delete all copies from your system.
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Build the 202!!! Date: Monday, May 20, 2013 8:43:00 AM
1	Original Message From: Elissa Wolf [mailto:elissawolf@yahoo.com] Sent: Friday, May 17, 2013 6:22 PM To: Projects Subject: Build the 202!!! Never in my life have I seen a state that takes such a ridiculous amount of time to build a freeway. Let's just get it done, already!
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3538 • Comment Response Appendix

Code Comment Document From: Projects ADOT FW: South Moutain Freeway, Loop 202 Monday, July 15, 2013 8:04:12 AM Subject: Date: Attachments: image001.png Thank you, **Matthew Eberhart Community Relations Officer** 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 ADOT **From:** larabwolf@aol.com [mailto:larabwolf@aol.com] **Sent:** Friday, July 12, 2013 5:23 PM To: Projects **Subject:** South Moutain Freeway, Loop 202 My husband and I reside in the Ahwatukee Foothills community and have since 2005. We moved here from California and fell in love with the area, it was the deciding factor for us moving to Arizona. We love the remote, quiet location & community feel. We were looking for a place to live and settle our family down and due to the beautiful peaceful rural area of Ahwatukee we decided to make it home. We are extremely opposed to the loop 202 freeway expansion for this area due to noise, property value decreasing(I am a real estate agent and I know this would make it alot harder to sell our home in the future and definitely bring down the value), pollution and many other personal reasons. My husband is an umpire for major league baseball and that is part of the reason we moved to Arizona, finding a community that was close to the airport but felt remote and removed from all the hustle bustle of every day life was key and extremely important to us as he travels alot and when he 4 comes home peace and quiet is a priority. We do not feel we can maintain that remote, quiet, quaint community feel with the proposed frwy. Thank you for taking our comments to oppose the frwy into consideration. Lara and Jim Wolf Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document	
	TELEPHONE CONVERSATION RECORD	
	SOUTH MOUNTAIN FREEWAY INFORMATION I	INE
	DATE: 5/18/13	INCOMING CALL TIME: 4:30 PM
	REGINA WOMPASS	CALLER ADDRESS: [UNCLEAR]
		EMAIL:
	CALLER REMARKS/QUESTIONS: [Unclear] call they connected me to make a commer	nt. [unclear] call ves I do support construction of
	the freeway. Um it needs to get done and I don't kn land, but the thing needs to get done, so I'm a regis	low if the tribe is ever gonna support it on their
	goodbye.	

Issue	Response
	Comment noted.

Comi	ment Document
	LOOP 202
•	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	COMMENT FORM
T	Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on:
8	Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect A particular alternative, environmental impact
o	of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and Any information you feel is incomplete or incorrect.
Α	ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your How the proposed action would affect you.
	oncerns and recommendations.
C	Comments must be received or postmarked by July 24, 2013.
-	
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_	

_	
-	
-	
_	
-	
-	Optional ,
٨	lame Victoria Wong Email Windowscapes@yahou.com
Д	Address 16049 S. 10th Pl
C	State AZ Zip 85048
Р	Phone Fax
t	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed o: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	DOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
A	

13346	Response

Code	Comment Document
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
1 2	Additional Comments: — Pecos alignment serves no useful purpose for most Ahwatukee peridents. Little use for most residents to get to 59th Ave & to Huylo on a daily basis
3	1) - Will have adverse effect on air quality since pollution will be trapped by South Mountain - ADOT has not shown away faith effort to
6	- ADOT has not shown good faith effort to study more southern route for this alignment. How about Riggs Road? OR the Hwy 85 to Hwy 8 alignment? All actions have been to shove this alignment down our throats.
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-sid Project No.: NH-202-D(ADY)
	*** Separation FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Draft Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

(Responses continue on next page)

B3542 · Comment Response Appendix

Code	Comment Document

The study did evaluate the Riggs Road Alternative and the State Route 85/ Interstate 8 Alternative. A thorough evaluation using the multidisciplinary criter outlined in the alternatives development and screening process was performed and, based on the results of this evaluation, the alternatives were eliminated fro further study (see page 3-9 of the Final Environmental Impact Statement for mo details). The Gila River Indian Community Council approved Resolution GR-164-11 authorizing a referendum of Community members to favor or oppose the construction of the proposed South Mountain Freeway on Community land or to support a no-build option. The coordinated referendum occurred in February 2012, and Community members voted in favor of the no-build option. This has meant and still means that, moving forward, an alignment(s) of the Sou Mountain Freeway cannot be located on the Gila River Indian Community (see Final Environmental Impact Statement page 3-25). Therefore, the Community Alignment was not carried forward for further study and the E1 Alternative was carried forward as the only action alternative in the Eastern Section. 7 Alternatives The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interst
Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interst
and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminate from further consideration.

ode Co	omment Document		
	omment Document		_
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I		
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	5/15/13 CALLER:	3:44 PM CALLER ADDRESS:	
	CATHY WOOD PHONE:	5226 W. MALDONADO ROAD, LAVEEN, AZ 85339 EMAIL:	
	CALLER REMARKS/QUESTIONS	5: lountain Freeway. I hope it goes through. Thank you.	
1)	1 and totally in lavor of the South M	lountain Freeway. I hope it goes through. Thank you.	

Code	Issue	Response
1		Comment noted.

B3544 · Comment Response Appendix

B3344 • Comm	nent Response Appendix
Code Com	ment Document
2 3	Abigail Wool-Biringer Document Created: 6/22/2013 6:05:14 PM by Web Comment Form Please don't build!! Our beloved South Mountain, the country's largest municipal park, will be irreparably ruined by this freeway. The proximity of the freeway to homes, schools, and churches is another major concern. This is NOT necessary and never has been. Ahwatukee doesn't want it.

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
1	Nate Woolfenden Document Created: 5/18/2013 6:29:54 PM by Web Comment Form Would like to see the South Mtn freeway built. It has been too long already. No more delays.

Code	Issue	Response
1		Comment noted.

Code Co	mment Document	
	TELEPHONE CONVERSATION RE	
	SOUTH MOUNTAIN FREEWAY IN	NFORMATION LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	6/13/13	5:31 PM
	CALLER JEANETTE WORKER	CALLER ADDRESS: 7342 W. GREER AVENUE
	PHONE:	EMAIL:
	623-878-1910	
	CALLER REMARKS/QUESTIONS: My message is that I definitely think	it's about time to put the 202 in. I definitely approve of the 202.
(1)	Thank you. I guess I'm done. Ok, I	I'm done, bye.
-		

Code	Issue	Response
1		Comment noted.

	From: David Wright To: Projects Subject: Comment on Proposed Loop 202 (South Mountain Freeway) Date: Wednesday, July 24, 2013 10:28:39 AM
2	Regarding the proposed Loop 202 Freeway extension south of Ahwatukee, I urge that this project not go forward. A massive freeway just south of Ahwatukee will have negative consequences for our community and for South Mountain Park.
	Vehicle exhaust – including noxious diesel fumes – from a massive freeway would foul the air in our neighborhood and in the park. Any expectation that the project would reduce regional air pollution simply reflects spreading that pollution into Ahwatukee. We don't want it. This would reduce the attractiveness of Ahwatukee as a place to live. If Ahwatukee becomes as hazy as the rest of Phoenix, property values here will suffer.
	Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods — quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets when they realize that speed limits are not enforced in our residential neighborhoods.
	The proposed project has many negatives for Ahwatukee and South Mountain, and precious few positives. The main positive results of this project would accrue to developers who would profit by increasing suburban sprawl, and to the firms that build the road. These profits would come at the expense of reduced quality of life in Ahwatukee.
	Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard. South Mountain Park would be degraded by having a major freeway truncating its western boundary. NO BUILD is the best option.
	David Wright, PhD Ahwatukee, Phoenix, AZ

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
6	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

(Responses continue on next page)

B3548 · Comment Response Appendix

Code	Comment Document

Code	Issue	Response
7	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
8	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

de Co	omment Document	
	TELEPHONE CONVERSATION R	ECOPD
	SOUTH MOUNTAIN FREEWAY I	
	INCOMING CALL	INCOMING CALL
	DATE: 05/13/13	TIME: 2:39 PM
	CALLER: JAMES WRZESIEN	CALLER ADDRESS: 6123 W. DUBLIN LANE, CHANDLER, AZ 85226
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS	
	Both my wife and I are in favor of t	the South Mountain Freeway. We currently live two miles off of
リ	Interstate 10 and Ray. If this freew much safer driving environment to	yay were built, the benefits of reduced truck traffic would provide a Downtown Phoenix. I am a retired highway planner from Chicago
	and a retired architect.	

Code	Issue	Response
1		Comment noted.

B3550 · Comment Response Appendix

From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:37:20 AM Original Message From: jameswu009.az@gmail.com [mailto:jameswu009.az@gmail.com] Sent: Sunday, May 12, 2013 7:46 PM To: Projects Cc: info@buildthe202.com; Jian Wu
Voter' voice I am a long time Phoenix resident. I strongly support to build the Southmountain 202 as soon as possible to reduce every day's traffic congestion, air pollution, time wasting and energy wasting. To build the Southmountain 202 is Arizona voters' decision. We have approved twice already. Please take actions without further delay! Jian Wu Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code Co	mment Document		
	TELEPHONE CONVERSATION		
	SOUTH MOUNTAIN FREEWAY	INFORMATION LINE	
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	05/13/13 CALLER:	2:55 PM	_
	RAYMOND WU	CALLER ADDRESS: 8817 S. 18 TH WAY, PHOENIX, AZ 85042	_
	PHONE: 602-288-8960	EMAIL: RAYKWU@GMAIL.COM	
	CALLER REMARKS/QUESTION	IS:	-
1)	I support the Loop 202 South Mou	untain Freeway. Thanks.	

Issue	Response
	Comment noted.
	Issue

1

From: Projects ADOT

FW: Support South Mountain Loop 202 Freeway Monday, May 20, 2013 8:47:08 AM Subject:

Date:

EVPAZASSOC 535 South Mountain Freeway Study 5-2013.zip EVPAZASSOC 536 South Mountain Freeway Talking Points 5-2013.doc Attachments:

From: Wurth, Philip [mailto:Philip.Wurth@colliers.com]
Sent: Friday, May 17, 2013 5:37 PM

To: Projects

Subject: Support South Mountain Loop 202 Freeway

To Whom It May Concern: I am in favor of the proposed freeway and believe it is in the best interest of the overall community to have it built.

Philip Wurth

Vice President | Office Properties Direct 480 655 3310 | Mobile 602 369 9261 Main 480 596 9000 | Fax 480 948 0502

philip.wurth@colliers.com

Colliers International 14080 N. Northsight Blvd. Scottsdale, AZ 85260 | United States

www.colliers.com



Learn more at www.colliersevoffices.com

From: Carol Schmitz on behalf of Roc Arnett [mailto:cschmitz@evp-az.org]

Sent: Friday, May 17, 2013 2:38 PM

Subject: Support South Mountain Loop 202 Freeway

Dear Colleagues,

The South Mountain Loop 202 Freeway has been approved by Maricopa voters twice, first in 1985 and again in 2004. Funds are available to construct the project which consists of 22 miles south of Ahwatukee and the South Mountain and west to the Levine Area to connect to I-10 on the far west. Attached are talking points that have been gathered from a recent survey done by interested parties in moving forward the Freeway indicating public support, also

Code	Issue	Response
1		Comment noted.

attached is a fact sheet from ADOT.

On Tuesday, May 21, the Arizona Department of Transportation will conduct a day-long hearing to gather comments from the public about the proposed South Mountain Freeway project in metro Phoenix. This is where we need your help:

We need you, your executives and employees to make plans to attend the hearing on Tuesday, May 21 at the Phoenix Convention Center North Ballroom, 100 N. 3rd Street, Downtown Phoenix. It will take place from 10 a.m. to 8 p.m. People are invited to attend at any time during the 10-hour hearing period. Parking will be validated.

Those who attend can make up to three minutes of comments before a study panel, or submit a written comment in support of the project at computers set up in the ballroom for the event.

A show of support is important. The FHWA and ADOT study group needs to see that many people want this project to happen. They need to see and hear from Valley residents who are tired of the traffic jams and the government delays over this project. They need to hear that you want the freeway built because it will create 30,000 jobs and pump \$2 billion into our still-struggling economy.

If you or your employees cannot make it to the hearing in person, please submit your comments directly to ADOT at projects@azdot.gov. Be sure to put in your title "Support For South Mountain 202". For more information and facts about the importance of the South Mountain Freeway, please visit a website at www.buildthe202.com that is providing information and support.

Thanks for your help and participation.

Roc

Roc Arnett
President & CEO
East Valley Partnership
Office: 480-834-8335 Ext. 202

Cell: 602-999-3444

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Code	Issue	Response

Code Comment Document **South Mountain Freeway Talking Points** • It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough. • The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money. • 64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project. • In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well. • If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study: • Traffic on I-10 between Ahwatukee and Goodyear will grow 28% Another 103,000 cars will use the Broadway Curve each day Another 38,000 cars will jam the Tunnel every day • Morning and evening commute times will increase 39% to 82% Traffic congestion on city streets will increase 46% • The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic. • The project will create 30,000 jobs during the five to six year construction period and result in a \$2 billion investment in the Phoenix-area economy. • The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004. • There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now.

Code	Issue	Response

Fact Sheet



Introduction

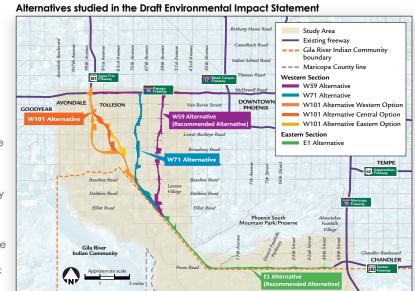
The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through

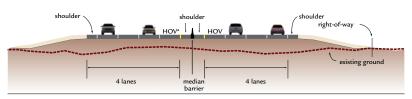
Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Additionally, the Loop 202 South Mountain Freeway provides an important link between the southeast and southwest areas of the Valley and an alternative route to Interstate 10. Traffic volumes for the proposed freeway are expected to be in the range of 137,000 to 142,000 vehicles per day by 2030, which is comparable to current use on the Loop 101 and existing segments of Loop 202. The analysis of travel patterns shows the demand for the freeway consists of mostly regional traffic, not traffic moving through metro Phoenix.

Where will the Freeway be Located?

The proposed freeway is broken up into two segments, an eastern section and a western section. The eastern section connects to I-10 adjacent to the current Loop 202 Santan Freeway, and the western section veers north to connect the freeway loop to I-10. For the eastern section, the proposed alignment follows Pecos Road. This alignment was first proposed in 1985 and affirmed in the 1988





The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

Environmental Assessment. For the western section, the proposed freeway alignment is called the "W59 Alternative," which provides a north-south connection of the South Mountain to I-10 near 59th Avenue. A "no build" option also is being evaluated, as required by federal law.

ADOT TRACS No.: 202L MA 054 H5764 01L | Federal-aid Project No.: NH-202-D(ADY) azdot.gov/SouthMountainFreeway





			Comment Response Appendix •	B3555
Code	Issue	Response		
	'			

Fact Sheet

What is the Current Status?

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed Loop 202 South Mountain Freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS." Under federal law, the Draft EIS must address 26 factors outlined in the National Environmental Policy Act of 1969. These factors cover the entire range of environmental study, including impacts on South Mountain, wildlife, air quality, storm-water drainage, and neighborhoods.

How can the Public be Involved?

The Draft EIS is available for a 90-day public review and comment period, starting April 26, 2013, and ending on July 24, 2013. During this review and comment period, the document is available online (azdot.gov/ **SouthMountainFreeway**) and at public locations such as public libraries and community locations. A full listing of these locations is available on the study website.



Phoenix Convention Center, North Ballroom

PUBLIC HEARING

Tuesday, May 21, 2013

100 N. 3rd St., Phoenix, AZ 85004

10:00 a.m. – 8:00 p.m.

Formal Public Hearing **Comment Process**

Note that the public hearing provides the only opportunity

for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

> There are several opportunities for the public to provide comments on the Draft ElS. All comment methods are considered equal.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/ SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local

Mail. E-mail. Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:



ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, Arizona, 85007

projects@azdot.gov

602.712.7006

azdot.gov/SouthMountainFreeway

When Would the Freeway be Built?

If the outcome of the study is a build alternative, then the timing of construction will depend upon the completion of final design, right-of-way acquisition, and utility relocation. A corridor implementation plan developed by ADOT will identify how to construct the overall project, including the length and sequence of construction segments. The current Regional Freeway and Highway Program identifies construction funding for the freeway to begin in fiscal year 2015.

publications.

ADOT TRACS No.: 202L MA 054 H5764 01L | Federal-aid Project No.: NH-202-D(ADY) azdot.gov/SouthMountainFreeway





Codo	Issue	Response
Code	issue	Response

Code	Issue	Response
1		Comment noted.

B3558 · Comment Response Appendix

Code	Comment Document	
	From: Sierra Club on behalf of Judson Wynne To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:14:55 AM	
	May 27, 2013	
	Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007	
	Dear South Mountain Study Team,	
1	I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	
2	As an Arizona resident, one who has lived in Phoenix and frequently travels there, I assert the proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead foco no planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize	
3	people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.	
4 5	South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.	
6 7	The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.	
8	The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.	
1	At the risk of sounding crass, I have long known the culture of ADOT and realize that project is likely a foregone conclusion. However, if I am mistaken, please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	
	Sincerely,	
	Mr. Judson Wynne 661 Kiowa	

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

(Responses continue on next page)

Code Comment	t Document
	Flagstaff, AZ 86001-9549 (928) 863-8628
	(220) 003 0020

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
		recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans

B3560 · Comment Response Appendix

Code Comment Document					
	From: Mingming Xu				
	To: Projects Subject: Comments on Loop 202 South Mountain Freeway (SMF) Study				
	Date: Tuesday, June 18, 2013 8:53:47 PM				
	I am against the loop 202 extension.				
1 2	a. It would be environmentally irresponsible for the region! The SMF would become a truck by-pass, introducing much more truck traffic into the region and increasing pollution.				
3	b. It would be an irresponsible destruction of natural resources identified for preservation!				
4 5	c. It would be fiscally irresponsible! It would require a disproportionate amount of tax dollars to build the SMF, money that could be much more effectively used for other regional transportation projects.				
	Mingming Xu 16404 S 23rd Way, Phoenix, AZ, 85048 602-565-4784				

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Air Quality	
3	Section 4(f) and Section 6(f)	
4	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
5	Purpose and Need, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment	Document	
		From:	Sierra Club on behalf of Peggy Yeargain-Williams
		To: Subject: Date:	Projects Comments in opposition to South Mountain Freeway Monday, May 27, 2013 9:14:05 AM
		May 27, 2013	
		Arizona Departm 1655 W Jackson Phoenix, AZ 8500	
		Dear South Mou	ntain Study Team,
(1)			express my opposition to the proposed South Mountain turge ADOT to select the No-Build Alternative.
)			ne no- build alternative!
2		addition, it would evident by our no recently been bu	seway would cause more problems than it would solve. In d only provide short-term congestion relief. As is umerous clogged roads and freeways, many of which have iilt or widened, building more roads is not the answer. nstead focus on planning for and investing in long-term
3		effectively reduc	olutions, including mass transit. The only way to e congestion and mobilize people is by reducing the les utilizing our roads, not by encouraging more to use
5		communities. De would worsen ov vehicles fill the " temporarily provi	Freeway would have incredible negative impacts on our spite what the DEIS claims, air quality in the region ver time, increasing public health risks. As more uncongested" areas this freeway would ide, more pollution will be spewed into the air, hma, cancer, and other diseases.
6		Mountain Park is to protect resour freeway through	uld also negatively effect our environment. South the largest city park in our nation. It was set aside rces and to benefit our communities. By blasting a a portion of this park, wildlife and habitat will be ment corridors will be cut off, valuable public spaces
(7)		will be lost, and	more. This would set a terrible precedent by t should remain a protected area.
8		Arizona's taxpaye forcing residents	also exacerbate urban sprawl and further burden ers. Its construction would continue ADOT's trend of to remain vehicle-dependent while paying for that others can live farther and farther from a city
1			ect our communities, our health, and our environment by Action Alternative. Thank you.
		Sincerely,	
		Ms. Peggy Yearg 16418 E Bradford Fountain Hills, A	d Dr
1			

1	Alternatives, No- Action (No-Build) Alternative	Response The Arizona Department of Transportation and Federal Highway Administration
	7 Meet Hacive	identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
	Section 4(f) and Section 6(f)	
	Biology, Plants, and Wildlife	

Comment Response Appendix · **B3561**

B3562 · Comment Response Appendix

(480) 837-3496	Code	Comment Docu	ment
(480) 837-3495			
(480) 837-3486			
		(480) 83	37-3486

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

C 1	<u> </u>	
Code	Comment	t Document
		From: Sierra Club on behalf of Peggy Yeargain-Williams To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, June 04, 2013 2:16:28 PM
		Jun 4, 2013 Arizona Department of Transportation South Mountain Study Team
		1655 W Jackson St, MD 126F Phoenix, AZ 85007
		Dear South Mountain Study Team,
1		I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.
2		I urge you to protect South Mountain Park.
3		The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term
4		transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.
5 6		South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.
7		The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
8		The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.
1		Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.
		Sincerely,
		Ms. Peggy Yeargain-Williams 16418 E Bradford Dr Fountain Hills, AZ 85268-2229

		Comment Response Appendix • B3563
Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison
		to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
6	Health Effects	
7	Biology, Plants, and Wildlife	

B3564 · Comment Response Appendix

Code	Comment	Document
		(480) 837-3486

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment	t Document	
		From: Sierra Club on behalf of Ryan Yehling To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 2:45:03 PM	
		May 27, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F	
		Phoenix, AZ 85007 Dear South Mountain Study Team,	
1		I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	
23		As a native of Arizona, born and raised in Tempe, I am discouraged by our state's lack of consideration for it's natural environment. The desert landscape that surrounds Maricopa County has long been subject to environmental degradation and urban sprawl. It doesn't make sense, ecologically, that a seemingly uninhabitable terrain such as ours is developed the way it is. The South Mountain Freeway is just another example of how our citizens are being coerced into relying entirely on the private automobile for transportation. Our citizens would not choose this way of life if there were other alternatives. The money that is projected to build the freeway should go towards a more sustainable form of mass transportation, such as extending the Tempe light rail, because it is the most socially, and environmentally responsible way to address our state's transportation needs.	
43		The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.	
5 6		South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.	
7 8		The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.	
		The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of	

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

B3566 · Comment Response Appendix

Code	Comment	Document
		forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city
		center.
		Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.
		Sincerely,
		Mr. Ryan Yehling 1311 W Baseline Rd Apt 2134 Tempe AZ 85283-5388
		Tempe, AZ 85283-5388 (480) 243-9343

Code	Issue	Response
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Health Effects	
7	Section 4(f) and Section 6(f)	
8	Biology, Plants, and Wildlife	

Code	Comment Document
1	Akicita Yellowman I do not see the point of saving 9 minutes or 6 minutes. I believe that saving only 6-9 minutes does not justify the means of building a highway.

the proposed freeway. While travel time is considered for a significant. In the section, <i>Imp</i> the Final Environmental Impa	e aspect supporting the purpose and need for a single trip may only save 6 or 9 minutes, when all travelers and all trips, the travel time savings is pacts on the Traveling Public, beginning on page 4-67 of act Statement, travel time savings is monetized and of the proposed freeway would save motorists an ear between 2020 and 2035.

B3568 · Comment Response Appendix

Code	Comment	Document
		From: Sierra Club on behalf of Steven Yockey To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 10:36:01 AM
		Jul 24, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007 Dear South Mountain Study Team,
2	3 4	I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative. The proposed freeway would cause more problems than it would solve. decimation of the environment, increased air pollution, and unrelenting noise in a presently pristine locale would be the payment for predicted consumer convenience. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer, just as passing more laws to criminalise
5		an act cannot make it more illegal. ADOT needs to focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them. Why have not the mediae of existing freeways been utilised for elevated rail construction? De-privatising public transportation, removing profit seeking from the equation, is a start. If Washington DC can have reliable bus service augmenting its rail service, so can Phoenix. LA did it. Why can't we?
6		South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would acutely worsen, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, COPD, cancer, and other diseases, in both the pediatric and adult populations.
7 8		The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. In addition to violently assaulting the quality of life, blasting a freeway through a portion of this park will destroy wildlife and habitat. Movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area. When would a corridor be cut through Piestewa Peak Park, or Encanto Park?
9		The freeway will exacerbate urban sprawl and further burden Arizona's taxpayers, not to mention the exacerbation of our already diminishing water supply. We live in a desert. At present, we squander our water resources keeping golf courses green. Let's not further the demise, by rapidly advancing growth, where it does not belong. This construction would continue ADOT's trend of forcing residents to remain

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Code of ge 3-1). eway es 3-3 sting avel the n nass re he / would ents.
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Code	Comment Document	
	vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Once again, rich, out of state developers win, while the People lose.	
	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	
	Sincerely,	
	Mr. Steven Yockey 2231 N 69th Ave Phoenix, AZ 85035-3315 (602) 796-4739	
	(602) 796-4739	

Comment Response Appendix	B3569

		Comment Response Appendix • B3569
Code	Issue	Response
9	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code Co	omment Document	
	TELEBUIONE CONVERGATIO	N DECORD
	TELEPHONE CONVERSATIO SOUTH MOUNTAIN FREEWA	
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/18/13	3:29 PM
	CALLER: GARY YORK	caller address: 2002 W. SUNNYSIDE AVENUE, APT 2115,
	GART TORK	PHOENIX, AZ 85029
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIC	
1)	I support the freeway around S	South Mountain. Please put this freeway through. We need it. Thank you.

Code	Issue	Response
1		Comment noted.

Code C		
	omment Document	
	TELEPHONE CONVERSATION RE	
	SOUTH MOUNTAIN FREEWAY IN	IFORMATION LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	05/13/13	4:11 PM
	CALLER: CYNTHIA YOUNG	CALLER ADDRESS: 13810 S. 155 TH STREET, GILBERT, AZ 85296
	PHONE:	EMAIL:
	CALLED DEMARKS (OUESTIONS	
	CALLER REMARKS/QUESTIONS: My husband David and Lare very sur	pportive to build the South Mountain Freeway. We would love to
1	see that happen. It would cut my hu	sband's commute down drastically. We would love to go over to
	the west side more often and that fr	eeway would really help us to see family and friends. It would cut be really wonderful. We are definitely in favor of building the
	South Mountain Freeway. Thank you	

Code	Issue	Response
1		Comment noted.

B3572 · Comment Response Appendix

Code Com	nment Document
Code Con	iment Document
	From: Projects
	To: ADOT Subject: FW: Strong support on building South Mountain Freeway (202)
	Date: Tuesday, April 30, 2013 8:52:15 AM
	From: Jeff Yuan [mailto:jeff.y.yuan@gmail.com]
	Sent: Monday, April 29, 2013 12:23 PM To: Projects
	Subject: Strong support on building South Mountain Freeway (202)
	Arizona economy needs this freeway. It will benefit working class. Please move forward and build it as soon as possible.
	Thank you!
	Jeff Yuan Realtor
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the
	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Support for 202 freeway Date: Monday, May 20, 2013 8:32:58 AM
1	From: Michael Zaback [mailto:michael@zaback.net] Sent: Friday, May 17, 2013 11:34 PM To: Projects Subject: Support for 202 freeway The 202 should have been done years ago. If our political leaders would have done their job. Get it done
	Michael Zaback 480-814-8911 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3574 · Comment Response Appendix

Code	Comment	t Document
		From: Projects To: ADOT Subject: FW: South Mountain Freeway public input Date: Friday, May 17, 2013 8:50:27 AM
		From: Bill Zaffer [mailto:bzaffer@hotmail.com] Sent: Thursday, May 16, 2013 7:29 PM To: Projects Subject: South Mountain Freeway public input
1		I heard on PBS Arizona Horizon about the new South Mountain Highway. My input is like the system we have today and more highways will only cause more use of fossil fuels versus making cities green and more incentives for people to live in the inner city. This valley is so car orientated and an ugly city. It is to bad years ago this valley did not adopt Portland's land use policy.
2		We stay addicted to cars and oil and deny climate change then when we hear that the Artic ice is melting and all the countries can do is meet in Norway and find ways how they can use the resources which is all part of a system that will someday destroy humanity. We have hit over 400 ppm for carbon dioxide for first time and going to in twenty years hit 450 ppm.
3		How does that relate to South Mountain Highway? If people move out in these areas then do not expect me to pay for the sick of idea of progress of urban sprawl that destroys our connection to nature and sick system of progress.
		To be honest, I just do not figure you can understand these concepts.\\ Enjoy the sickness and blowback.
		William Zaffer www.zafferhomes.com Scottsdale, Arizona 480-201-7387
		Stop being exploited, learn to eat healthier at home, learn to live a Earth Friendly lifestyle, shop local, and buy more American but moderation consumption.
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
2	Air Quality	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably f

(Responses continue on next page)

Code Co	mment Document			

		Comment response Appendix • B3373
Code	Issue	Response
3	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a nearfully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
		fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for
		· · · · · · · · · · · · · · · · · · ·

Code Co	mment Document		
	TELEPHONE CONVERSATION RECORD		
	SOUTH MOUNTAIN FREEWAY INFORM	ATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE: 5/18/13	TIME: 11:05 AM	
	CALLER:	CALLER ADDRESS:	
	CHRIS ZAKERS PHONE:	2620 [UNCLEAR], PHOENIX, AZ	
	CALLER REMARKS/QUESTIONS:		
$\left \begin{pmatrix} 1 \end{pmatrix} \right $	Yes, I definitely approve of the freeway.		

Code	Issue	Response
1		Comment noted.

Code Comment Document Projects ADOT FW: South Mountain Freeway Tuesday, May 14, 2013 9:36:47 AM From: To: Subject: Date: From: Tommy Zane [mailto:tzane24@gmail.com] Sent: Monday, May 13, 2013 4:41 PM To: Projects Subject: South Mountain Freeway Dear Sirs, I would like to express my approval of the proposed new freeway. I feel it is a much needed improvement for not only the east but also the west valley. I applaud the Arizona Department of Transportation for there foresight in this matter. I feel it would be a mistake to wait on a 1 project such as this. Waiting only causes more problems and helps no one. Thank you for considering my opinion. Sincerely, Thomas Zane Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3578 · Comment Response Appendix

Code	Comment Document
	From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:34:16 AM
	Original Message From: Ricardo Zapata [mailto:zap130@yahoo.com] Sent: Friday, May 17, 2013 9:45 PM To: Projects Subject: 202
	I'm ok Sent from my iPhone
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code Comment Document 4382 MS. ZAPATKA: Hi, I'm Debbie Zapatka and I live 16 17 in Laveen, and we've lived there for five years now with the hope of the 202 coming in, and it was kind of promised when we moved there. Our development in the area, we have empty shopping centers just sitting there, we really need economic development, and the only way for that to happen really is to get the 202 in, as well as our area has no hospital and a hospital will not come in unless the 202 gets in. And I don't even know where the closest hospital is, it's probably 99th Avenue and Page 35 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code 133de	response

B3580 · Comment Response Appendix

Code Comment Document 1 McDowell, which in an emergency would be really far. Let's see, we have heard that other people would 3 move in like a movie theater and shops and restaurant owners, as well as the hospital if the 202 went in. The only way for our rooftops -- right now we're at 40 6 rooftops, we need 50 for those people to start coming in. 7 If the 202 was built, Ahwatukee would then be counted as a rooftop because they're so close, they're within our mile range. That would make a huge difference to our area economically. I'd also love to see if the 202 gets built, the 11 sound barriers to be built nicely and maybe represent 13 Laveen in some way. I'm an artist and I would love to even donate my time to create artwork that would go onto the sound barriers and to have possibly hiking trails or 16 some kind of bike trails that follow the 202, because we 17 have that South Mountain so beautiful right there and just to keep more trails and parks. Thank you for your 19 time. Page 36 Driver and Nix Court Reporters - (602) 266-6525

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Code	Issue	Response
1	Alternatives	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Draft Environmental Impact Statement pages 4-158 and 4-159 explain the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.

Code Comment Document From: Projects ADOT FW: 202 South Mountain Freeway Wednesday, May 29, 2013 1:06:37 PM Subject: From: Heidi Zebro [mailto:hdzebro@yahoo.com] **Sent:** Wednesday, May 29, 2013 1:04 PM To: Projects Subject: 202 South Mountain Freeway This email is to voice my support for the 202 South Mountain Freeway Loop. I too am 1 a resident of Laveen but would support this project if I lived anywhere in the Valley. The need for this Freeway was seen in the 80s and nothing has changed. This Freeway has been planned, promised and approved by vote since the 90s. Why do the loud voices of a relative few override the voices of the voters. The reasoning against this project by those in opposition make little sense. It does not add more pollution. The same amount of vehicles will be driven in the Valley. It will move some of the congestion and pollution from these vehicles from the densely populated area through Phoenix, Tempe and Chandler to the south side of South Mountain. This project can be constructed in a manner causing relatively minor disruption to the area while providing prosperity and access to many. This project has my full support. David Zebro Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment	at Document	
		From: Projects	
		To: ADOT Subject: FW: South Mountain 202 Freeway	
		Date: Thursday, July 11, 2013 8:28:54 AM Attachments: image001,png	
		Thank you,	
		Matthew Eberhart	
		Community Relations Officer 1655 W Jackson St. MD 126F	
		Phoenix, AZ 85007 602-712-2060	
		azdot.gov	
		Communications	
		From: Dave Zebro - SHERIFFX [mailto:D_Zebro@MCSO.maricopa.gov]	
		Sent: Wednesday, July 10, 2013 4:21 PM To: Projects	
		Subject: South Mountain 202 Freeway	
		I would like to voice my approval of the 202 freeway. If not on tribal land then using the Pecos route	
$\left \begin{pmatrix} 1 \end{pmatrix} \right $		that has been planned for ages. Stop letting the relative few dictate to the majority. This project has been postponed for decades. LETS GET IT BUILT.	
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	
		attachments.	

Code	Issue	Response
1		Comment noted.

Code	Comment	Document
		From: Sierra Club on behalf of Ruth Zemek To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:44:20 AM
		May 27, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007
		Dear South Mountain Study Team, I am writing to express my opposition to the proposed South Mountain
		Freeway and to urge ADOT to select the No-Build Alternative. We count on our leaders to make sensible decisions on behalf of the public. This freeway is a bad idea.
3		The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.
4 5		South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.
6 7		The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
8		The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.
1		Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely,
		Ms. Ruth Zemek
1		

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	
7		

Comment Response Appendix • **B3583**

B3584 · Comment Response Appendix

Code	Comment	Document
		3303 E Clarendon Ave
		3303 E Clarendon Ave Phoenix, AZ 85018-5709 (602) 956-3128

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
		Tor at least the last 25 years.

Code	Comment Document
	From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:30 AM
1	Original Message From: Joc Med [mailto:jozeng08@gmail.com] Sent: Saturday, May 11, 2013 6:13 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway I support Building the South Mountain Freeway!!!!!! Jocelyn Zeng Sent from my iPhone
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

B3586 · Comment Response Appendix

Code C	omment Document
	From: Projects To: ADOT Subject: FW: I support 202, south mountain freeway Date: Wednesday, May 22, 2013 10:54:50 AM
1	Original Message From: JZ Yahoo [mailto:jzeng01@yahoo.com] Sent: Monday, May 20, 2013 5:17 PM To: Projects Subject: I support 202, south mountain freeway
	Jocelyn Zeng Sent from my iPhone
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

ode	Comment Document	
	1	* * *
	2	THE REPORTER: State your name, please.
	3	MR. ZHONG: Yang Zhong.
_	4	I am a Laveen resident here to show my
1)	5	support for the proposed South Mountain Freeway.
	6	Because it's it's going to alleviate the traffic
	7	congestion anticipated in the near future. And
	8	without the freeway, the air quality is going to be
	9	much worse, because of the traffic congestion. And
	10	besides this, these environmental benefits, the
	11	freeway's going to greatly reduce the Laveen
	12	resident's time spent on traffic, also bring much
	13	needed facilities, such as hospitals, and business,
	14	such as shopping centers, to Laveen.
	15	And I think these economical
	16	environmental issues should also be as part of the
	17	environmental impact. And I also noticed that in
	18	there are many I because I concerned about this
	19	freeway, I pay attention to the media, and any news
	20	about the freeway, and I noticed that certain
	21	communities has voiced out about this freeway, but I
	22	didn't see too much about what Laveen residents
	23	thinks and what they do, but I think, as a growing
	24	and continuing growing community, Laveen's opinions
		should also be considered.

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1		Comment noted.

e Comment Document	
1	THE REPORTER: Is that it?
2	MR. ZHONG: Yeah.
3	THE REPORTER: Thank you.
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	Page 10
Driver	r and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

From: Protects To: ADDT Subject: PW: Save Soth Mountain Date: Monday, May 20, 2013 8:27:27 AM From: Steve Zimmermann [mailto:stevezim413@yahoo.com] Sent: Saturday, May 18, 2013 5:40 PM To: Projects Subject: Save Soth Mountain! Spare South Mountain! We don't need another freeway. This freeway would ruin one of the top parks in the valley. Those people chose to live out there. If they don't like the traffic situation they can move.

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Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	

B3590 · Comment Response Appendix

Code Comment Document From: To: Subject: Monday, May 20, 2013 8:27:21 AM From: Cheryl Zimmermann [mailto:charo_cld@yahoo.com] Sent: Saturday, May 18, 2013 5:43 PM To: Projects LET'S **NOT** BUILD. You don't like the traffic situation, then move!! South Mountain is a valuable park to the Phoenix area. Not to mention the wildlife! I am certain you can come up with a better solution...challenge yourselves. Cheryl **Cheryl Zimmermann** cheryl martin fine art 602.885.0094 www.cherylmartinfineart.com Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
3	Purpose and Need, Lack of Support	

Code Comment Document Projects ADOT FW: south mountain connector Monday, May 20, 2013 8:28:06 AM From: To: Subject: Date: From: Geof Zinnecker [mailto:tamgeof1@yahoo.com]
Sent: Saturday, May 18, 2013 1:20 PM
To: Projects
Subject: south mountain connector 1 I'd like to express my support for the construction of the new freeway connection. Geof Zinnecker 9525 w Camelback Rd. 101-303 Glendale AZ 85305 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

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Code Comment Document Document Created: 7/15/2013 5:22:14 PM by Web Comment Form Gregory Zych No, No, No. We do not need to turn Pecos road into a freeway or have access around the south and west of South Mountain. This is Millions of Dollars wasted to save a handful of people a few minutes of driving time. If there are funds in the budget how about paying some decent teacher salaries or funding afterschool sports or music classes. Repair the roads that exist, clean up abandoned strip malls. There are so many more valuable was to spend these 4 funds than to destroy a wonderful park and make it an island in a sea of freeways.

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.